

# Hongkong Daily Press.

ESTABLISHED 1857.

No 13,295 號五十五百式千叁萬壹第 日肆拾貳月捌年六十二緒光 HONGKONG, THURSDAY, OCTOBER 18TH, 1900. 肆拜禮 號捌十月十年百九千壹英港香 PRICE \$2½ PER MONTH

New Advertisements will be found on page 4.

**THE MALARIAL MOSQUITO.**  
IS EFFECTUALLY  
EXTERMINATED BY  
THE JUDICIOUS USE OF  
**WATSON'S HYGIENOL.**  
**A. S. WATSON & CO.**  
LIMITED.  
ESTABLISHED 1841. [1692]

**CUTLER, PALMER AND CO.**  
WINE SHIPPERS SINCE 1815.  
Who have consigned their Brands to Hongkong  
for over half a century.  
Apply to G. C. ANDERSON,  
Hongkong, 13, Praya Central.

**NAPIER JOHNSTONES**  
**SQUARE BOTTLE WHISKY**  
The sale of this good Scotch increases month  
by month. It is of Superb Quality and of  
CUTLER, PALMER & CO.'S SELECTION.  
Sole Agents for—  
**LANE, CRAWFORD & CO.**  
Hongkong.

**JOHN WALKER & SONS**  
**KILMARNOCK WHISKY.**  
This World-renowned,  
Fine Old Highland Whisky is shipped  
by CUTLER, PALMER & CO., and  
is obtainable in Hongkong at  
G. C. ANDERSON,  
No. 13, Praya Central.  
Hongkong, 28th July, 1897. [43]

**CUTLER, PALMER & CO.'S**  
Prior \$10.75 PER DOZEN  
NET  
Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies  
Apply to  
**SIEMSEN & CO. Hongkong.** [42]

**HONGKONG HIGH-LEVEL TEAM-  
WAYS COMPANY, LIMITED.**  
**TIME TABLE.**  
WEEK DAYS  
7.30 a.m. to 8.30 a.m. Every quarter of an hour  
8.30 a.m. to 9.30 a.m. Every ten minutes  
9.30 a.m. to 10.30 a.m. Every quarter of an hour  
10.30 a.m. to 11.30 a.m. Every ten minutes  
11.30 a.m. to 12.30 p.m. Every quarter of an hour  
12.30 p.m. to 1.30 p.m. Every ten minutes  
1.30 p.m. to 2.30 p.m. Every quarter of an hour  
2.30 p.m. to 3.30 p.m. Every ten minutes  
3.30 p.m. to 4.30 p.m. Every quarter of an hour  
4.30 p.m. to 5.30 p.m. Every ten minutes  
5.30 p.m. to 6.30 p.m. Every quarter of an hour  
6.30 p.m. to 7.30 p.m. Every ten minutes  
Night cars at 8.45 p.m. and 9 p.m. and from  
9.45 p.m. to 11.15 p.m. every half hour.  
SUNDAYS  
Extra Night cars at 11.30 and 11.45 p.m.  
SATURDAYS  
8.15 a.m. to 10.15 a.m. Every half hour  
10.30 a.m. to 11.00 a.m. Every ten minutes  
Noon to 2 p.m. Every quarter of an hour  
2.45 p.m. to 3 p.m. Every quarter of an hour  
3.45 p.m. to 4.45 p.m. Every quarter of an hour  
4.45 p.m. to 5.45 p.m. Every quarter of an hour  
5.45 p.m. to 6.45 p.m. Every quarter of an hour  
SPECIAL CLERK by arrangement at the Com-  
pany's Office, 38 & 40, Queen's Road Central.  
**JOHN D. HUMPHREYS & SON,**  
General Managers.  
Hongkong, 1st May 1899. [2550]

**VICTORIA  
CYCLE  
EMPORIUM.**  
THE pleasure of cycling consists in having  
a first class Machine, and the above Es-  
tablishment is always leading in this respect.  
We are Agents for the famous "NEW  
HOWE" and "MONOPOL" CYCLES  
and we also supply fitting of every description.  
Repairs can be had in second hand Machines.  
Repairs executed with promptitude and skill.  
Enamelling a specialty.  
**MCKIRDY & CO.**  
43 & 45, QUEEN'S ROAD EAST.  
Hongkong, 3rd November, 1899. [2500]

**RUINART PERE & FILS REIMS**  
Established 1719.  
CHAMPAGNE GROWERS AND  
SHIPPERS.  
Ship only the Finest Quality  
Extra Dry (Green Seal)  
**LAURE WEGENER & CO.**  
Sole Agents.  
Hongkong, 17th May 1899. [152]

**GREEN ISLAND CEMENT COMPANY**  
**PORTLAND CEMENT.**  
\$5.00 per Cask of 97½ lbs. net weight.  
\$3.00 per Bag of 250 lbs.  
**SHEWAN TOMES & CO.**  
General Managers.  
Hongkong, 2nd July, 1900. [1896]

## SCHLITZ WORLD FAMED BEER

IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.  
**TONIC AND REFRESHING.**

SOLE AGENTS—  
**WATKINS, LIMITED,**  
CHEMISTS, AERATED WATER MANUFACTURERS, AND  
COMMISSION AGENTS,  
HONGKONG. [112]

**BISMARCK & CO.,**  
27 & 28A, PRAYA CENTRAL.  
NAVY CONTRACTORS, SHIP CHANDLERS, PROVISION AND COAL  
MERCHANTS, Hongkong and Port Arthur. CONTRACTORS for the GERMAN  
and FRENCH NAVY in Hongkong, RUSSIAN NAVY, CHINESE EASTERN RAIL-  
WAY CO., RUSSIAN GOVERNMENT DEPARTMENTS at Port Arthur. [1215a]

JUST LANDED.  
Ex S.S. "OLDENBURG."  
**KUPPER'S PILSENER BEER.**  
THE MOST POPULAR OF LIGHT BEERS. THERE IS  
NEVER ANY SEDIMENT IN KUPPER BEER, IT IS ALWAYS  
BRIGHT AND SPARKLING.  
**CALDBECK, MACGREGOR & Co.,**  
15, Queen's Road,  
Hongkong, 18th October, 1900. [34a]

**COTTAM & CO.**  
NEW AUTUMN GOODS.  
AMERICAN BOOTS AND SHOES.  
WOOLLEN UNDERWEAR.  
HATS, SHIRTS and EVENING GEAR.  
**LANE, CRAWFORD & CO.**  
(TAILORING DEPARTMENT).  
WINTER SEASON.  
LATEST LONDON FASHIONS.  
NEWEST & BEST MATERIALS.

DRESS SUITS from ... .. \$65.  
TWEED LOUNGE SUITS from ... .. 35.  
NORFOLK JACKET SUITS from ... .. 35.  
SCOTCH TWEED ULSTERS, for Travelling, from ... .. 40.  
**LANE, CRAWFORD & CO.**  
[32a]

**PHOTOGRAPHIC**  
PLATES, PAPERS AND CHEMICALS.  
EASTMAN'S KODAK'S, FILMS AND ACCESSORIES,  
DEVELOPING AND PRINTING UNDERTAKEN.  
**A. CHEE & Co.,**  
17A, QUEEN'S ROAD, HONGKONG. [190a]

**CUTLER, PALMER & CO.**  
ESTABLISHED IN LONDON IN 1815.  
SHIPPERS TO CHINA FOR 75 YEARS.  
Their Brands are favourably known all over the World.  
The following are some of their Stocks with the undersigned:—  
**SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT**  
\$22.50 PER DOZ. \$20 PER DOZ.  
Distinguished by 4 Stars on the label. This fine Wine is old, soft, and of grand flavour  
See analysis and certificate by Professor Cassal.

**ANOTHER FINE COGNAC, \$10.75 per doz.**  
Less old than the above.  
**DOURO PORT, \$14.25 PER DOZ.**  
A fine, full, and fruity wine.  
**AMOROSO SHERRY, \$20 PER DOZ.**  
**LA TORRE SHERRY, \$16.75 PER DOZ.**  
A natural and most pleasant wine to the taste.  
**BENEDICTINE LIQUEUR—D.O.M., \$39.75 PER DOZ.**  
Very soft, palatable, and mature.  
EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE.  
**AGENTS—SIEMSEN & CO., HONGKONG.** [41a]

**MANILA CIGARS.**  
ALWAYS ON HAND THE BEST MARKS  
FROM  
"LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES  
**J. M. DE ZUNIGA**  
No. 9, QUEEN'S ROAD CENTRAL  
Entrance, Ice House Street (New Victoria Hotel). [36a]

**THE ROYAL PIANOS.**  
TWO OF THIS FAMOUS AMERICAN MAKE AT A SPECIALLY LOW PRICE  
TO INTRODUCE  
**RACHALS' PIANOS, "THE EVERLASTING," SIX MORE UNPACKING.**  
SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS OF ALL THE  
FAMOUS MAKERS  
AMERICAN, ENGLISH AND GERMAN.  
EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH  
BY THE MAKERS AND OURSELVES.

2188a] **THE ROBINSON PIANO CO., LD.**  
**THE VICTORIA DISPENSARY,**  
HONGKONG.  
AERATED WATERS.  
SIMPLE AERATED WATER.  
LEMONADE.  
SARSAPARILLA.  
TONIC WATER.

SODA WATER.  
GINGER ALE.  
RASPBERRYADE.  
LEMON SQUASH.  
SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers. [33a]

**PARIS EXHIBITION, 1900.**  
**THE GRAND PRIZE**  
(HIGHEST AWARD) FOR SCOTCH WHISKY HAS BEEN AWARDED TO  
**JOHN DEWAR & SONS, LTD.**  
SOLE AGENTS—  
**H. PRICE & CO.,**  
12, QUEEN'S ROAD. [30a]

**KELLY & WALSH, LD.**  
• BOOKS BY LAST MAIL. NEW AND RECENT BOOKS.

THE MASTER CHRISTIAN, by MARE CORELLI ... .. \$1.50  
Confidential Talks with Husband and Wife. Information and Advice for the Married and Marriageable, by L. B. Sperry, A.M., M.D. ... .. 2.25  
Nautical Almanack, 1901 ... .. 1.75  
The Construction of Large Induction Coils & Workshop Handbook, by A. T. Hays, Illustrated ... .. 3.50  
Why Kruger made War, or Behind the Boer Scopes, by J. A. Buttery ... .. 2.25  
Marine Engineers' Board of Trade Examinations. Elementary Questions and Answers, by J. Tod and W. C. M'Gibbon, Illustrated ... .. 1.75  
Wide World Magazine, Vol. 5 ... .. 4.00  
Surveying and Exploring in Siam, by J. McCarthy, F.R.G.S., Illustrated ... .. 6.00  
Landscape Painting in Water Colour, by J. Macwhirter, R.A., 23 Coloured ... .. 3.00  
Critical Studies, by Ouida ... .. 1.50  
The Married Miss Binks, by John Strange Winter ... .. 1.50  
Under Fate's Wheel, by L. L. Lynch ... .. 1.50  
LETTS' DIARIES, 1901. [30a]

**THE NUTTALL'S ENCYCLOPEDIA OF UNIVERSAL INFORMATION.**  
16,000 ORIGINAL ARTICLES.  
\$2.25.  
**SANDOW'S OWN COMBINED DEVELOPER.**  
Sole Agents for China and Japan. [30a]

**AUCTIONS**  
**PUBLIC AUCTION.**  
THE Undersigned has received instructions to Sell by Public Auction, TO-DAY (THURSDAY), the 18th October, 1900, at 2.45 p.m. at No. 6, Cameron Villas, the Peak (the Residence of Col. WHEELER), THE WHOLE OF HIS HOUSEHOLD FURNITURE, Comprising—  
DRAWING ROOM, DINING ROOM and BEDROOM FURNITURE, &c., &c.  
Full Particulars can be seen from Catalogue. On View from Wednesday, the 17th October. Terms—As Customary.  
**GEO. P. LAMBERT,**  
Auctioneer.  
Hongkong, 13th October, 1900. [2648]

**PUBLIC AUCTION.**  
THE Undersigned has received instructions to Sell by Public Auction, TO-MORROW (FRIDAY), the 19th October, 1900, at 11 a.m., at the HONGKONG AND KOWLOON GODOWNS, Kowloon, 12 LENGTHS CHAIN 21" 105 FATHOMS do. 11" 7 PIECES do. 11"  
Terms—As Customary.  
**GEO. P. LAMBERT,**  
Auctioneer.  
Hongkong, 6th October, 1900. [2600]

**JUST LANDED.**  
**FRESH AUSTRALIAN SELECTED CREAMERY BUTTER (Crown Brand) FRESH AUSTRALIAN CREAMERY BUTTER (in Glass Jars), FRESH AUSTRALIAN CHEESE, American and English FRESH PROVISIONS, CRYSTALLIZED and DRIED FRUITS, and various kinds of SWEETS.** Prices Moderate.  
**JEEJEEHOY & CO.,**  
190, Hollywood Road.  
Hongkong, 17th October, 1900. [2669]

**WANTED.**  
**A SMALL HOUSE or BUNGALOW (UNFURNISHED) on lower level, OR A FLAT, consisting of Two or Three ROOMS, with BATHROOM, &c.** Offers to—  
**C. I. E.**  
Care of Office of this Paper.  
Hongkong, 4th October, 1900. [2582]

**RAFFLES HOTEL, SINGAPORE.**  
SITUATION UNSURPASSED.  
THE Finest Hotel in the East. Rooms en suite. Every Room with Private Bathroom attached. Cuisine under two French Chefs. Every Home Comfort. Electric Bells throughout the Hotel. Electric Lights. Electric Fans. Terms Moderate.  
**SARKIES BROTHERS,**  
Proprietors.  
Hongkong, 16th August, 1900. [2219]

**HONGKONG HOTEL.**  
A First Class Hotel in every respect. Elegantly Furnished Reading, Music, and Smoking Rooms. Dining Accommodation for 250 persons. Hydraulic Elevators to every floor. Cuisine of the best. Hot and Cold Water throughout. Wines and Groceries imported specially from Europe and America. Electric Lighting in the Billiard Rooms. Wines, &c., cooled by Refrigerator. All Hotel Linen washed on the premises by Machinery. Bedroom Accommodation—132 rooms. Fire Extinguishing Mains on every floor. CHARGES MODERATE. [44]

**THE WAVERLEY HOTEL.**  
ICE HOUSE STREET, HONGKONG.  
A FIRST-CLASS PRIVATE HOTEL.  
Handsomely Furnished and Exceedingly Spacious Rooms. Very MODERATE TERMS to FAMILIES, by the DAY, WEEK or MONTH. SINGLE ROOMS from \$4 a day, inclusive of BOARD and ATTENDANCE. [45]

**THE CONNAUGHT HOTEL.**  
A FIRST CLASS HOTEL of 45 Bed-rooms, elegantly furnished. The Hotel is situated near all the Banks and Principal Offices in the Colony. Special Attention paid to the Comfort of Guests. Cuisine excellent; under Experienced Management. Terms Moderate.  
**A. FONSECA,**  
Manager.  
Hongkong, 1st December, 1899. [46]

**HING KEE HOTEL.**  
(ESTABLISHED 1873)  
MACAO.  
THIS First class and well-famed establish-ment is pleasantly situated in the centre of PRAYA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well furnished Bedrooms. Cuisine Excellent. Prompt Attendance. Terms very Moderate.  
**L. HING KEE, Proprietor.**  
Telegraphic address "HINGKEE" [1919]

**VICTORIA HOTEL.**  
SHAMEN—CANTON.  
THIS FIRST CLASS HOTEL having been thoroughly renovated, and a new specially built 3 Storey wing added to it, now offers splendid Accommodation for 40 to 50 Visitors. The Bed Rooms are airy and comfortably furnished and the Dining and Sitting Rooms are spacious and replete with every convenience for Travellers. Excellent Cuisine and best Wines. The Hotel's Boat boards all Steamers on their arrival and departure. Telegraph address "Victoria, Canton." **M. A. B. & F. L. M.** T. F. DA CRUZ, Proprietors. Hongkong, 16th November, 1899. [44]

Arrivals, Departures and other Shipping Intelligence will be found on pages 5, 6 and 7.

**INSURANCE.**  
THE STANDARD LIFE ASSURANCE CO.  
POLICIES UNCHALLENGEABLE.  
Policies are unchallengeable after two years duration, on any ground connected with the original documents, if age has been proved. Forms of Proposal and all particulars may be obtained from  
**DODWELL & CO., LIMITED,**  
Agents.  
Hongkong, 9th November, 1899. [2-1873]

**HONGKONG HOTEL.**  
A First Class Hotel in every respect. Elegantly Furnished Reading, Music, and Smoking Rooms. Dining Accommodation for 250 persons. Hydraulic Elevators to every floor. Cuisine of the best. Hot and Cold Water throughout. Wines and Groceries imported specially from Europe and America. Electric Lighting in the Billiard Rooms. Wines, &c., cooled by Refrigerator. All Hotel Linen washed on the premises by Machinery. Bedroom Accommodation—132 rooms. Fire Extinguishing Mains on every floor. CHARGES MODERATE. [44]

**THE PEAK HOTEL.**  
City Office: 7, Duddell Street. [1028]

**HOTEL CRAIGIEBURN.**  
**PLUNKET'S GAP, THE PEAK, near the Tram Terminus.**  
Tel. 56.  
For Terms, apply to the MANAGER. [1029]

**THE WEAVERLEY HOTEL.**  
ICE HOUSE STREET, HONGKONG.  
A FIRST-CLASS PRIVATE HOTEL.  
Handsomely Furnished and Exceedingly Spacious Rooms. Very MODERATE TERMS to FAMILIES, by the DAY, WEEK or MONTH. SINGLE ROOMS from \$4 a day, inclusive of BOARD and ATTENDANCE. [45]

**THE CONNAUGHT HOTEL.**  
A FIRST CLASS HOTEL of 45 Bed-rooms, elegantly furnished. The Hotel is situated near all the Banks and Principal Offices in the Colony. Special Attention paid to the Comfort of Guests. Cuisine excellent; under Experienced Management. Terms Moderate.  
**A. FONSECA,**  
Manager.  
Hongkong, 1st December, 1899. [46]

**HING KEE HOTEL.**  
(ESTABLISHED 1873)  
MACAO.  
THIS First class and well-famed establish-ment is pleasantly situated in the centre of PRAYA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well furnished Bedrooms. Cuisine Excellent. Prompt Attendance. Terms very Moderate.  
**L. HING KEE, Proprietor.**  
Telegraphic address "HINGKEE" [1919]

**VICTORIA HOTEL.**  
SHAMEN—CANTON.  
THIS FIRST CLASS HOTEL having been thoroughly renovated, and a new specially built 3 Storey wing added to it, now offers splendid Accommodation for 40 to 50 Visitors. The Bed Rooms are airy and comfortably furnished and the Dining and Sitting Rooms are spacious and replete with every convenience for Travellers. Excellent Cuisine and best Wines. The Hotel's Boat boards all Steamers on their arrival and departure. Telegraph address "Victoria, Canton." **M. A. B. & F. L. M.** T. F. DA CRUZ, Proprietors. Hongkong, 16th November, 1899. [44]



## INTIMATIONS.

BROWN, JONES & CO.  
MONUMENTAL SCULPTORS.AMERICAN MARBLE.  
ITALIAN MARBLE.  
HONGKONG GRANITE.  
Designs and Prices on application.  
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR

A. S. WATSON &amp; CO.,

LIMITED.

ESTABLISHED 1841.

WINE AND SPIRIT MERCHANTS.

TO CONNOISSEURS.

Wines bottled by ourselves are selected by experts from the finest vineyards, and are of unsurpassed quality. Having been established in Hongkong SIXTY YEARS our knowledge of local conditions has enabled us to maintain and improve the prime quality of the Wine.

In addition however to Wines of our own bottling, we have recently imported large stocks of

PORT &  
SHERRY

from the famous house of

GEO. G. SANDEMAN, SONS &amp; CO.,

OF LONDON, OPORTO &amp; KIEBER,

the name of which firm is the

HALL-MARK AND GUARANTEE of

EXCELLENCE.

SOLE AGENTS—

A. S. WATSON &amp; CO., LIMITED,

HONGKONG DISPENSARY.

## DEATH.

At No. 4, Mountain View, Peak, Hongkong, on the 17th October, at 12.45 p.m., DORINDA SARAH (DORA), the beloved wife of John William Jones, Acting Deputy Registrar of the Supreme Court, aged 55 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEZ ROAD, C.I.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, October 18th, 1900

The expression invented by the *Times* for the force under the control of the Generalissimo of the allied troops, "the European steam-roller," is a distinctly happy name in one respect at least. The expedition to Paotingfu has been conducted with all the slow dignity of a steam-roller—though the actual march from Tientsin and Peking to the city was fairly rapid, owing to lack of opposition from the Chinese. But among the peculiar properties of a steam-roller, other than its slow pace, the most notable is its crushing effect. Will "the European steam-roller" perform its work in the same thorough way? The move on Paotingfu has failed for the most part to attain its object, owing to the discussion and delays which preceded the departure of the expeditions. When the allied troops arrived there they discovered the city practically deserted and all the treasure, both Government and private property, safely removed beyond the possibility of capture. The Allies have left to them the bare satisfaction of removing Paotingfu, as far as its mere buildings are concerned, from the face of the earth, but the punishment has been short of its impressive character. There is an atrocious crime to be avenged, and the destruction of a few empty houses will not weigh much in the balance against it. But presumably the question which our Tientsin correspondent asks—Will Paotingfu be burnt to the ground?—will be answered in the affirmative.

It is difficult to see what will be the course of events in the immediate future. The German Government, as the *Ostasiatische Lloyd* cable from Berlin on the 11th inst. stated, replied to the Yangtze Viceroy's anxious protests against the extension of operations into Shantung that the question had not been taken into consideration. Now, how-

ever, we hear of the retreat of twelve thousand defeated Boxers from Chihli into Shantung, and in these circumstances it is hardly possible that an extension of operations can be avoided, unless YUAN SHIKAI is strong enough to deal with the rebels himself. But except in event of sheer necessity it is to be hoped that it will be possible to fall in with the wishes of the loyal Viceroy, for an estrangement of them would have a disastrously encouraging effect on the reactionary party at the Imperial Court, which already seems to have recovered some of its strength. Late Shanghai papers report that supplies are flowing from the Yangtze region to the Court at its new headquarters at Hsianfu, and until this is stopped the task of starving the Chinese Government into a reasonable attitude is beyond the power of the Allies. But the latter are in a position to demand that the Yangtze Viceroy and YUAN SHIKAI shall adhere to their declaration that they cannot send food and money to Hsianfu. As long as the Court continues to be influenced in any degree by Prince TUAN it must be considered hostile and usurping, and therefore not to be assisted by those of the Chinese who are doing their best to quell the Boxers. The agreement between the Powers and the Yangtze officials requires this. The latter months ago recognised that the edicts issued in the Emperor's name were not genuine edicts; but they seem still to pay an exaggerated regard to the Imperial seal, which it seems more than probable is even now being manipulated by Prince TUAN and his perhaps in his sole possession, as indeed one of the reports from the north states. A continuance of this condition of affairs will nullify the past good work of the Viceroy and Governors who have their country's best interests at heart. Thus while the Powers are slowly and reservedly approaching the discovery of a common basis for negotiations with China, the danger is growing greater that the so-called Government of that Empire will find means of holding out against the Allies' demands and continuing the policy of procrastination which has served them so well up to now. But if the supplies from the Yangtze and coast provinces are cut off, a term is put at once to this typical Chinese policy, and negotiations can begin in earnest.

As a Chinese boy was going on errand on Tuesday a man struck him in the face and took some money from him. Fortunately the man was caught, and yesterday he was sentenced to three weeks' hard labour.

Early yesterday morning a district watchman saw a Chinaman near the Ching Hing Theatre dragging a couple of wooden spars along. He took him to the Police Station and enquiries disclosed the fact that the man was taking away something which did not belong to him, for doing which he has been sentenced to three weeks' hard labour.

Within the last few days the Inspectors and Sergeants in charge of the different police stations have been seen going towards the Central Police Station with small bottles in their hands, the bottles bearing the label "Mosquitos from Aberdeen," or wherever they may have been brought from. It seems that the specimens are to be examined by Dr. Thomson, the Gael doctor, who wishes to examine them with a view to investigating the theory as to the transmission of disease by mosquitoes.

An Indian named Ahmed who appeared at the Magistracy yesterday seems to be a terror to those living in the same house as himself. At any rate a European seaman out of employ told Mr. Hazeland yesterday that the defendant chased him round his room and acted in so threatening a manner that he went to the Police Station and reported the matter. Sergeant Grant was sent back with the complainant. Before they could reach the house they met the defendant in the street. As soon as he caught sight of the complainant the defendant took off his coat and wanted to fight. For being disorderly in a public street the man was bound over to keep the peace.

Two firemen from the British steamer *Elm Branch* appeared before Mr. Hazeland yesterday, one of them charging the other with assaulting him with a knife. The complainant was a Japanese calling himself Charles Tokyo, and the defendant an unprepossessing Mexican named Manuel Vilchean. The complainant's story was that at about eight o'clock on Tuesday morning he was having breakfast with the defendant, and being without sugar he asked the defendant if he would please let him have some of his. The defendant refused, and the complainant then got up and fetched some bread. When he returned the defendant got up and struck him in the face with his fist. Then the defendant went to his bunk and came back with a knife, with which he cut him on the face and side. The cuts, however, were but slight. A European fireman corroborated. The Captain of the steamer gave the defendant a bad character, saying that this was not the first time he had used a knife. The defendant's story was that he was at breakfast with the complainant when the latter took some of his sugar, and when he remonstrated with him he said he should take it. They then struggled. The defendant had in his hand a knife with which he had been cutting bread, and in the struggle the complainant got cut. His Worship thought one was as bad as the other and gave the defendant the option of a fine, or being ordered to pay \$10, or 14 days.

No fresh plague cases or deaths were reported during the 24 hours ending at noon yesterday.

We have received a copy of the new rules for the Hongkong Football Challenge Shield, printed by Messrs Noronha and Co.

It is reported in a despatch from Phyang Yang that an English overseer of the Unnam mine was recently murdered, and that his murderer is still at large.

The Hongkong Hockey Club will play a match against the officers of the Royal Artillery on the Club ground at the Happy Valley this afternoon, commencing at 4.30 p.m.

When the British transport *Ashmore*, from Weihaiwei, had finished loading her cargo of anthracite coal from Messrs. Jardine, Matheson & Co.'s shed at Yokohama Cho, it was found that the quantity was 200 tons short, and it is believed that amount has been stolen. The loss will come to about 12,000 yen.

Yen 300,000 have been paid by the Toyo Kisen Kaisha, the owners of the *Hongkong Maru*, *America Maru*, and *Nippon Maru*, for the P. and O. steamers *Rosetta* and *Bohille*. It is not the fact, as reported in a contemporary, that a new company is to be started to run the steamers on the North China line.

The *Japan Advertiser* learns that towards the end of a severe storm on the 5th inst. the heavy landing stage of the Norddeutscher Lloyd at Yokohama, weighing two and a half tons, was lifted bodily from the pier by the wind and blown into the bay. It was afterwards washed ashore at Kanagawa, with one side somewhat damaged.

The *Nichi Nichi*'s Seoul correspondent reports that Mr. Sands, adviser to the Household Department of the Korean Government, was badly injured on the head by a fall from horseback in front of the Russian Legation on the evening of the 23rd ult. It is rumoured, however, that he was really attacked by some Koreans who entertained animosity towards him.

The arbitration case between the Nippon Boyki Shokai and Messrs. Butterfield and Swire came up for hearing at the Yokohama Chihō Saibansho on the 3rd inst. The applicants claimed 400 yen for damage to lead pipes shipped by them on the respondent's steamer *Santor*. The respondents stated that the damage was caused by imperfect packing, and that as it was placed by their appraiser at 48 yen, they were willing to settle the case for 50 yen. As both of the parties refused to make concessions, Judge Matsuda said that it was impossible to arbitrate. The matter therefore remains *in statu quo*.

In the Yokohama Chihō Saibansho on the 3rd inst. before Judge Sato Hakuei, Messrs. Middleton & Smith, exporters and manufacturers' agents, of Yokohama, were declared bankrupt on the petition of the Hongkong & Shanghai Bank. The debts of the firm are estimated at over 230,000 yen, including 40,000 to the above-mentioned Bank and about 190,000 to the Chartered Bank, and Russo-Chinese Bank. All property held in the name of either of the two members of the firm, as well as that held in the firm name, is attached.

On the 25th ult. Messrs. Weber, Lohmann and Company despatched the steamer *Hyson* from Sydney to Japan with a cargo which is perhaps unique in shipping history at this port, states the *Sydney Morning Herald*. The vessel is taking 6,000 tons of fodder, coal, and stores, and has stalls fitted up for 900 horses. Five hundred were shipped at Sydney, and the balance of the shipment were put on board at Bowen. This lot completes the contract which was placed in their hands some time since, namely, to send 1,750 Australian-bred horses to China as German remounts. The *Beerie*, belonging to Messrs Howard Smith and Co., took 600 last week, and the *Ros Dora* 250. The animals on board the *Hyson* occupy the main deck and the 'tween deck.

The other day a charge was brought against Pang San, boatswain on the steamer *Sinaiang*, who was charged with being in possession of prepared opium without a permit. Among those who gave evidence was Sergeant Garrod. The Sergeant said he visited the *Sinaiang* with eight excise officers. He informed the mate that he was going to search the ship and passengers for opium. He then asked an excise officer where they intended to search first, and he answered "The boatswain's room." He accompanied the excise officers there and found in the room a man who said he was the quartermaster. He told him to fetch the boatswain, and he did so. When the boatswain arrived he told him he was going to search his boxes and bunk, which he proceeded to do in his presence, the only remark he made being "All right, go on." They found four tins of prepared opium—about 20 tins—underneath the man's box, and in consequence he was arrested. The Magistrate, however, was not satisfied as to the guilt of the boatswain, who said he did not know that the opium was in his room and that it must have been placed there by someone who had a grudge against him. He accordingly discharged the man. At the Magistracy yesterday Mr. Gedge applied for a rehearing. He contended that the mere fact of the man being found in possession of the opium was sufficient to convict him, unless he could show that there was good reason to believe that he did not know that the opium was there, and that it had been placed there by somebody else. Ultimately His Worship decided to grant the rehearing provided that it was understood that the informer would be called to give evidence. This suggestion was agreed to. The steamer, however, will not be in the harbour until about three weeks hence. His Worship observed that the informer who was brought before him the other day in another case broke down. He contradicted himself in every line.

Thirty-five inches of rain fell at Calcutta during the last four days of September.

Viscount Aoki, Japanese Minister of Foreign Affairs, has tendered his resignation.

It is reported that no less than 175 of the crew of the Japanese cruiser *Iwakushima*, now in Shanghai, are down with dysentery.

Cattle-shippers at Brisbane are sending large consignments of bullocks and sheep to Taku. The last steamer to leave for China was the *Maori King* on the 24th ult.

The transport *Jinsen Maru* has landed at Moji some guns and munitions of war captured in North China. The transport *Sakuta Maru* has also taken across to Japan captured war material.

On the 2nd inst. the case of Gay v. Goto came up for hearing at the Yokohama Chihō Saibansho. The Plaintiff, Mr. A. O. Gay, representing Messrs. Walsh, Hall & Co., claimed 480 yen as the balance due for goods sold to defendant during the past three years, and also that the defendant be ordered to take delivery of all goods ordered by him. The defendant stated that he had never had any business transactions with the plaintiff, and that he had fulfilled all obligations contracted with Messrs. Walsh, Hall & Co. He also stated that he had never written the letters produced in evidence by the plaintiff. The case was adjourned to the 25th inst.

The naval court martial which met at Cossinatt to inquire into the sinking of the British steamer *Crown of Arragon* at Port Arthur by the Russian first-class cruiser *Vladimir Monomach*, has found that Prince Oukhtomsky, commanding the warship, did not use proper precautions, but the fact that the currents at Port Arthur were not accurately known constituted extenuating circumstances. The Prince was merely censured by the Court. The Russian Admiralty has defrayed the cost of raising and repairing the sunken vessel, amounting to about 85,000 roubles, while a further sum of 5,000 roubles had to be expended in making good the damage sustained by the cruiser.

Lieutenant-Colonel Bryan Mahon, who is mentioned in to-day's telegrams as having gained a success in the Transvaal, is a Galway man and only thirty-eight years of age. He joined the 21st Hussars in 1883, and when he got his company he transferred into the 8th Hussars. He was for many years in India, where he won more fame as a hunter than a soldier, and was given the appropriate title of the "Mahout." But when he got his opportunity in the fighting field Mahon soon showed the mettle of his Galway pasture, and became a favourably marked man at once. He won the D.S.O. in the Dongola Expedition four years ago, and two years later got special promotion for his share in the fighting at Adair and Omdurman.

With a view of minimising as far as possible the dangers of accidents at sea a second masthead light has been adopted by the mail companies running to the Colonies. The idea is that a vessel should exhibit two masthead lights in such a manner that they will appear as leading lights, and thus assist the "side" lights, which are often obscured by the brilliancy of the electric lights in deck cabins, etc. The extra light (writes the *Melbourne Argus*) is to be shown from the second mast of the vessel, but at a greater height than that on the first mast. The moment that a steamer so equipped appears in sight the observer can tell by the angle of the two lights which way she is proceeding. At present a steamer's single masthead light can be picked up at a distance of eight or ten miles, but her sidelights are not, as a rule, distinguishable beyond a limit of three miles.

Misunderstandings and explanations accompanied the flagship *Royal Arthur* on her arrival at Adelaide on the 23rd ult. Three vessels were at the anchorage getting ready for departure. The *Loch Ryan* dipped her ensign to the flagship, and there was an immediate response from the warship, but the two other vessels took no notice of the *Royal Arthur*, notwithstanding that she dipped her ensign twice to them. The flagship was displeased with this discourteous behaviour, and one of the vessels was called upon for an explanation, which was considered satisfactory. Later in the day the American barque *Quincy* dipped her ensign twice to the *Royal Arthur* without a recognition, the salute not being observed by the warship. The captain of the *Royal Arthur* was annoyed when he was afterwards acquainted with the fact. So was the American captain—we should think.

Rear-Admiral Bradford, Chief of the Bureau of Equipment, will, a Washington despatch informs us, recommend that an appropriation of at least \$25,000 be made, sufficient to make an advance in the equipment of vessels of the navy with the wireless telegraph system. The despatch continues:—Every maritime nation of Europe has been experimenting with wireless telegraphy for its naval service, and the British nation has gone so far as to make arrangements for equipping thirty-two of its vessels with these instruments. The Admiralty some months ago authorised this expenditure of nearly £50,000 in wireless telegraph experiments, and excellent results have been attained. The Marconi system is not now employed by the English service, and while the system in use is not as satisfactory it is yet of great value. During the August manoeuvres of the squadron a disturbance of the instruments on a vessel of one of the fleets was found to be due to the presence, out of telegraph range, of a hostile squadron. This (the U.S.) Government has been endeavouring to induce naval officers in operating wireless telegraph instruments, and the system has been installed at the Newport Naval Station.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

SHANGHAI, 16th October, 8 p.m.

COMMANDER-IN-CHIEF GOES TO PEKING.

Count von Waldersee is proceeding to Peking.

DEFEATED BOXERS RETURN TO SHANTUNG.

Twelve thousand Boxers are returning to Shantung, having been utterly defeated near Tsangchau, in Chihli, by Mei, General under the command of Yuan Shikai.

THE EMPRESS'S PARTY.

Kung-yi is reported seriously ill. Yung Lu has been ordered to join the Empress Dowager.

THE CONDITION OF PAOTINGFU.

Paotingfu is almost deserted. All the Government and private treasures have been sent to Honan, owing to the long notice given before the start of the punitive expedition.

SHANGHAI, 17th October, 8.5 p.m.

THE VICEROYALTY OF THE TWO KWANG.

The Mu has declined the Liangkwan Viceroyalty, alleging as reasons his age and infirmity.

REPORTED DEATH OF THE HEIR APPARENT.

The Chinese report a suspicion that the heir apparent, Pu Chun, is dead, explaining the unexpected suicide of the two tutors, Hsu Tung and Duke Chung-yi.

RUMOURED DEGRADATION OF LI HUNG-CHANG.

It is reported that Li Hung-chang has been degraded on account of the surrender of Paotingfu.

LONDON, 16th October, 8.35 p.m.

THE EUROPEAN STEAM-ROLLER.

Referring to the favourable answers to M. Delcassé's Note, the *Times* hopes that the European steam-roller is about to move and bring the Chinese authorities to a sense of their real position. The *Times* applauds Count von Waldersee's move.

THE WAR IN SOUTH AFRICA.

LONDON, 16th October, 8.35 p.m.

BRITISH ACTIVITY IN THE TRANSVAAL.

Flying columns are operating in the Transvaal. General Mahon has had a successful engagement, in which his casualties were 12 killed and 27 wounded.

GENERAL NEWS.

LONDON, 16th October, 8.35 p.m.

THE ELECTIONS.

The Unionist majority is now 131. RED SEA COALING-STATION FOR GERMANY.

The Sultan of Turkey has leased the island of Uraon, in the Red Sea, to Germany as a coaling station.

REUTER'S SERVICE.

LONDON, 16th October.

THE ELECTIONS.

389 (?) Unionists, 184 Liberals, and 80 Nationalists have been elected to date. The Unionists have gained East Aberdeen.

SOUTH AFRICA.

The Boers threaten to attack Philippolis. Col. Groves of the West Kent's surprised a Boer laager near Frankfort, killing and wounding 16 and capturing 18 of the enemy.

GERMAN COALING-STATION IN THE RED SEA.

The Sultan of Turkey has leased to Germany, for 30 years, the island of Uraon in the Red Sea, near Karaman, as a coaling station.

THE EMPRESS FREDERICK. A specialist summoned to Cronberg reports that there is no immediate danger.

## THE CRISIS IN CHINA.

LOCAL MOVEMENTS.

The U.S. gunboat *Malletta* arrived yesterday from Swatow and left again for Canton. The transport *Ashraf* departed on Tuesday night on her return journey to Bombay.

THE TROUBLE IN KWANGTUNG.

The rebels appear to be retreating still further from the British border. A party who were posted at Sha Wo Kang have left and joined another body at Pak Mang Fa, still another body being stationed not far from the latter place—Sam Cho Chik. Pak Mang Fa is some 25 miles north of Samshui.

It is understood that Admiral Ho proposes to commence his advance on Wengcheng at once.

The report that the *Handy* fired on a body of the rebels and killed 40 of them seems to have been a canard.

THE REGULATIONS AS TO BACK-YARDS.

AN INTERESTING CASE.

At the Magistracy yesterday afternoon Wong Tsuk Yau, the owner of houses Nos. 29 and 41, Staunton Street, was charged by Inspector Brett, on behalf of the Sanitary Board, with having blocked up the back-yards to those houses.

Mr. Bowley appeared for the prosecution and Mr. Wilkinson for the defendant.

Mr. Wilkinson admitted that the back-yards in question had been blocked up, but stated that it had been lawfully done in virtue of a written permission to do so received by the defendant's contractor from the Secretary of the Sanitary Board. He said that the houses in question were two corner houses, one abutting on Staunton Street and Graham Street, and the other on Staunton Street and Peel Street. The building of the houses was commenced last year, the original plans showing no back-yards to these two houses. The work was completed according to such plans in April last, but on the usual certificate being applied for to the Sanitary Board, the defendant was refused such certificate unless he pulled down a portion of the back part of the premises and made back-yards in accordance with the provisions of Ordinance No. 24 of 1899, which was about to come into force. The defendant accordingly did what was required. A few months afterwards, having heard that the Sanitary Board had been giving permission to owners of other corner houses to dispense with back-yards, the defendant's Contractor, at the request of the Defendant, wrote the following letter to Dr. Clark and sent with it a plan showing the whole of the space at the back of these two houses covered by kitchens:—

"72, Hollywood Road, Hongkong, September 16th, 1900.

To Dr. F. W. Clark.

Dear Sir,—I beg most respectfully to write to ask for a permission of exemption from leaving open a back-yard in houses Nos. 29 and 41 Staunton Street, owing to the above mentioned houses being on one side on the border of the cross street about 24 feet wide, and having windows opened facing to the street to communicate with the fresh air. Herewith find the plan of the above mentioned houses by which you will get the idea more plainly. It will be kind enough if your Honour will grant me a permission for the exemption of opening a back-yard in houses Nos. 29 and 41, Staunton Street, at your earliest convenience. I have the honour to be, Sir, your most obedient servant,

(Sd.) TAM CHIN.

Three days later the following reply was sent by the Acting Secretary of the Sanitary Board and with it the plan was returned:—

"Sanitary Board Office, 19th September, 1900.

NOS. 29 AND 41, STAUNTON STREET.

Sir,—In reply to your letter dated 18th September, applying for exemption from providing back-yards for the above houses, I beg to inform you that the Board has decided to accept these houses as complying with Ordinance 24 of 1899. Plans returned herewith. I have the honour to be, Sir, your most obedient servant,

(Sd.) G. A. WOODCOCK, Acting Secretary.

Mr. Tam Chin. Mr. Wilkinson, submitted that any person possessed of common sense reading these two letters and looking at the plan which accompanied them would necessarily come to the conclusion that the Sanitary Board granted the permission asked for, viz. to dispense with back-yards to these two houses as shown on the plan. That was how his client had construed the Acting Secretary's letter and accordingly he had leisurely, and without interruption by anyone, rebuilt over the back-yards in manner shown on the plan. The work had been finished some time ago, and now, without warning, the Sanitary Board had announced that the defendant was in breach of the Ordinance. The Board, had given him permission to do so. He argued that it was not open for the prosecution to say that the Sanitary Board had no power to grant such permission for it must be presumed that what had been done by them officially in this instance had been lawfully done. He further submitted that Sec. 7 Sub-sec. (2) of Ordinance 24 of 1899 empowered the Sanitary Board to grant the permission which he contended had been granted. He objected to any parole evidence being given to explain what was said by the prosecution to be the intention of the Acting Secretary of the Sanitary Board in writing that letter of the 18th September.

Mr. Bowley contended that the Secretary's letter of the 18th Sept. was not intended to be, nor was it a grant of permission to obstruct the back-yards or open space, but was merely an intimation that the Board had decided to accept the houses as complying with the Ordinance as such houses then were, with back-yards to them, but without windows opening into such back-yards as required by the Ordinance. He submitted that the plan, which accompanied the letter did not show any proposed alterations as it was not prepared in such a way as to show with plans prepared for the alteration of buildings. He further contended that the Sanitary Board had no power to grant permission to obstruct already existing back-yards. Sub-sec. (2) of Sec. 7 specially provided that "in no case" could existing back-yards be obstructed.

The Magistrate reserved his decision.

LATEST STEAMER MOVEMENTS.

The N. Y. K. steamer *Iwate Maru* (Australian Line) left Kobe via Moji and Nagasaki for this port on the 18th inst., and is expected to arrive here on the 23rd inst.

The O. S. S. steamer *Ara* left Singapore on Wednesday, the 17th inst., and is due in Hongkong on the 22nd inst., am.



## THE NORTH CHINA INSURANCE COMPANY, LIMITED.

The following is the balance sheet attached to the report which we published yesterday of the above Company—

Dr.	Tails.	£ s. d.
To capital account—		
5,000 shares at £25—	125,000.00	125,000 0 0
Torresville fund—		
1899—	260,000.00	
Less—Transferred to 1899—	6,000.00	
100,000.00		
Add—Transferred from property account—	70,000.00	
260,000.00		
To working account, 1899—		
Amount brought forward from below—	20,194.55	
Deduct—Interest on share dividend—	4,153.84	
162,960.71		20,194 5 5
To working account, 1900—		
Amount brought forward from below—	238,008.00	23,800 8 0
To liability account for 1899—	23,715.46	2,371 5 4
and previous years—	2,432.58	243 2 5
To dividends uncollected—	1,289,438.70	128,943 8 7
(Ex 2/10 per tad) Tails 1,289,438.70		128,943 8 7

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

(Ex 2/10 per tad) Tails 1,289,438.70

## THE ROYAL HONGKONG GOLF CLUB.

QUARTERLY MEETING—MCWEEN CUP, NOBLE CUP, AND POOL.

Fine weather favoured the meeting days of the competition, with the result that the number of entrants was above the average. It is gratifying to notice that the scratch men were on this occasion able to hold their own against the long handicap players. The following were the scores returned—

MCWEEN CUP AND SILVER MEDAL		
Mr. T. S. Forrest	82	0 82
Mr. J. H. T. McMurtrie	83	0 83
Mr. H. B. des Vaux	91	8 83
Mr. J. W. Robertson	93	12 86
Mr. J. F. Noble	104	16 88
Mr. E. E. Krickenbock	107	14 93

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

(14 entries.)

## A NEW TREATY POINT IN JAPAN.

The British Foreign Office, supported by the law officers of the Crown, has recently decided a point of great importance to foreign holders of land in the Yokohama Settlements which has excited much alarm amongst them, says the *Manchester Guardian*. The titles to lots of land in the Settlements were derived from the Japanese Government, and were in form of perpetual leases—a form of right in land unknown to them, and still unknown to Japanese law, but which at the time of the creation of the Settlements was that in which the foreign representatives were desired that the title should be granted. Then came the new treaties, which provide that all the rights of foreigners in land and property are to be preserved intact, as they were under the old treaties. Now, in Japan the ownership and all encumbrances on and rights in respect of land are to be registered in the local prefectures or other district offices, a complete system of land registration prevailing in that country. When the foreign landowners went to register their land as soon as their titles were registered as "perpetual leases" and not perpetual leases, the former being the nearest approach in Japanese law to the latter, but it is not so valuable a right as perpetual lease, for the superior is liable under the Civil Code to be made terminable by the decree of court, whereas the lease is not. To meet this hitch the Japanese devised the expedient of entering the right as "perpetual leases" followed by the words "perpetual lease" in brackets. But this did not satisfy the landholders, who have a certain title secured by treaty, to accept register titles recognised by Japanese law. Meanwhile all dealings with land in the Settlements, which, of course, is immensely valuable, are suspended; the utmost inconvenience is being felt; and after a good deal of agitation the matter has been referred home, and the law officers have held that the landholders are absolutely right, and that they are entitled to registration of their titles as perpetual leases and nothing else. This means that the Japanese must legislate so as to make legal the old foreign Settlements as a new description of ownership of land. The wonder is that they did not do this when legislating on other points connected with the new treaties, and the Government hesitates about doing so now owing to the feeling prevailing in certain quarters in Japan on the proposed legislation to allow foreigners to own land in Japan.

## CONSULAR REPORT.

YOKOHAMA.

This Yangtze port has shared in the unprecedented development of China trade in 1899. It is gratifying to note, says Mr. Consul E. F. Brady, who wrote the report for last year, that there has been an advance of considerably over 1,000,000 tons for the figures for the previous year—which were themselves the record for the port. The net volume of trade was 18,562,041, divided as follows—foreign imports 7,924,471 tons, native imports 1,554,362 tons, exports 9,054,108 tons.

Among imports the main increases were in shagbolls (English, Bombay, and American), cottons, cottonyarn, lead, dyes, and matches, both European and Japanese. Indian opium increased 345,000 lbs. in 1898, the result without doubt, says Mr. Brady, of the good harvest of that year. The increase is unlikely to be maintained, as the drug costs too much for the ordinary smoker. Russian kerosene increased about 90 per cent., American was steady, but Sumatran showed a large falling off. Kerosene now figures as one of the most important items in the customs returns. Sugar, the only import handled by foreign firms in Kiukiang, is the product of the Hongkong refineries. The trade is developing but liable to fluctuations, according to the local crop is good or bad.

Nearly all the goods composing the exports show marked improvement, due to the good harvest which was reaped throughout the province. There were no floods, and the people were able to cultivate the low-lying lands adjacent to the banks of the rivers, which in many years are devastated by inundations before the crops can be gathered; hence such articles as beans and peas, ground nuts, hemp, indigo and sesamum seeds, were all the excess of local requirements and were exported in large quantities. Chinaware, which is the special industry of Kiukiang, continues to increase in quantity, though it can be said that the ware is improving. Little care and less skill is bestowed on the manufacture, and now that crude aniline dyes are employed in its decoration it is even depreciating in the eyes of the Chinese.

Of tea Mr. Brady says—"The past season does not appear to have been a very profitable or prosperous one for foreign buyers, many of the shipments having met with a poor reception on the London market; and native dealers also seem to have been badly hit. The returns show an improvement on the two preceding years, but a considerable shrinkage is anticipated in the coming season."

Native imports are of little interest to the foreign merchant and call for no remark.

On exclusively under the Chinese and British flags, the former being interested therein to the extent of nearly 5,000,000 tons (£285,000) and the latter to 12,500,000 tons (£1,920,000). The British flag is still unrepresented on the Inland Waters. A British firm attempted to engage in the trade by means of a chartered vessel, but after a few trips the vessel was withdrawn, and since then the Chinese companies have had the field to themselves.

Of the trade by the Poyang Lake and to Nanchang Mr. Brady says—"Under the present Rules for Inland Water Navigation, it is doubtful if steamers would find it profitable to engage in the trade—two different kinds of steamers, the opposition which the advent of steamers under foreign flag would be sure to give rise to on the part of the Provincial Government, and the antagonism of the native junk masters; the impossibility, too, of opening a firm or even a warehouse for the storing of cargo would also militate against the success of the undertaking."

A vigorous attempt was made during the year to introduce the Chinkiang system of outward transit trade in Kiukiang, but it met with such determined opposition in the part of the administration, whose interests were threatened, that it met with little success. The officials hold that foreigners have only the privilege of bringing down their own goods from the interior under pass, and they deny that the Treaty gives them the right to extend this protection to goods the property of their native clients. This has been the practice for many years at Chinkiang, and though it undoubtedly stimulates the export trade it cannot be denied that it inflicts serious loss on the Provincial Exchequer, all goods, whether foreign or Chinese owned, escaping *lekin en route* to the port of shipment, and being subject only to the payment of the 24 per cent. transit duty to the Imperial Customs.

## THE PRICE OF COAL.

When the last mail to hand left England, it was expected by those on the various coal exchanges throughout the country, that there would be a fall in the price of both steam and household coal by the end of September, and that the tension of the past few months would be somewhat relieved. In previous years, however, referred to some length in the *British* and *American* instances of commercial coal. Another instance of commercial coal is the shipment of the mineral to meet the English demand, the supply of 4,000 tons from Philadelphia by the steamer *Queenwood* for London, the landed price of the coal (the high commercial



## NEW ADVERTISEMENTS

**WANTED AT ONCE**, for Charge of an Infant, a thoroughly EXPERIENCED WOMAN. Good terms. Apply with testimonials to—

Care of Daily Press Office.  
Hongkong, 18th October, 1900. [2678]

**WANTED**, as soon as possible, a HOUSE or HOUSES to accommodate 10 or 12 OFFICERS of the Royal Artillery, situated as near as possible to Bowen Road from Station. Apply with particulars as to number of rooms, rent, &c., to Colonel COLLARD, D.A.G., Head Quarters, in person, or by letter between the hours of 9 a.m. and 3 p.m. daily.  
Hongkong, 18th October, 1900. [2680]

**COMFORTABLE APARTMENTS** with **BOARD** at Kowloon required by a Gentleman.  
Address—  
ZAMPA.  
Care of Office of this Paper.  
Hongkong, 18th October, 1900. [2679]

**TACK CHEONG LOONG**,  
NAVY & MILITARY TAILOR,  
DRAPEL AND OUTFITTER.

**CLOTHES** made by hand, guaranteed perfect fit. Hats, Shirts, Socks, Silk Handkerchiefs, Boots, Shoes, &c., for Sale. New and Fashionable Goods. Prices very moderate.  
No. 65, QUEEN'S ROAD CENTRAL.  
Hongkong, 18th October, 1900. [2682]

## PUBLIC AUCTION.

**THE** Undersigned has received instructions to Sell by Public Auction, on

**SATURDAY**,  
the 20th October, 1900, at 2.30 p.m.,  
at his Sales Rooms, No. 8A, Queen's Road Central,  
**TWEED, SERGE and FLANNEL** in  
Suit Lengths.

**LADIES' DRESS MATERIALS**,  
**SCARVES, TIES, SOCKS and STOCK-INGS**,  
&c., &c., &c.

**TERMS OF SALE**: As Customary.  
**V. I. REMEDIOS**,  
Auctioneer.  
Hongkong, 18th October, 1900. [2683]

## GOVERNMENT BILLS.

**TENDERS** for SPECIE, MEXICAN DOLLARS, current in this Colony, and weighing 7.17 in Exchange for Sterling Bill drawn at 10 days' sight on the Lords Commissioners of Her Majesty's Treasury, London, will be received by the Chief Paymaster, Army Pay Department, until 11 A.M. TO-MORROW (FRIDAY), the 19th inst.

The Tenders to state the total amount required (in Pounds Sterling) and the amount for which each Bill should be drawn, but no sums will be issued for less than £100.

The Tenders to be in Duplicate and in sealed covers, addressed to the Chief Paymaster, Army Pay Department, and endorsed "TENDERS FOR GOVERNMENT BILLS".

The right to accept or reject any or all of the Tenders is reserved.  
**S. D. CROOKENDEN**,  
Colonel,  
Chief Paymaster, China.  
Her Majesty's Treasury Office,  
Queen's Road,  
Hongkong, 16th October, 1900. [2681]

**THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.**

**FOR MANILA DIRECT.**  
The Company's Steamship  
"MENMUIR,"  
Captain R. W. Almond, will be despatched as above on TUESDAY, the 23rd inst., at 5 p.m.

The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A doctor is carried.  
For Freight or Passage, apply to  
**SHEWAN, TOMES & CO.**,  
General Managers.  
Hongkong, 17th October, 1900. [2676]

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**

**FOR SANDAKAN.**  
The Company's Steamship  
"MAUSANG,"  
Captain R. Cox, will be despatched for the above port on WEDNESDAY, the 24th inst., at Noon.

For Freight or Passage, apply to  
**JARDINE, MATHESON & CO.**,  
General Managers.  
Hongkong, 17th October, 1900. [2677]

**NIPPON YUSEN KAISHA.**  
**FOR MANILA.**  
The Company's Screw Steamship  
"YAWATA MARU,"  
(3,820 tons gross, Captain A. E. Moses, will be despatched for the above port on FRIDAY, the 26th inst., at 4 p.m.

This Mail Steamer is especially constructed for service in the Tropics and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewards carried. Return tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to  
**A. S. MIHARA**,  
Manager.  
Hongkong, 17th October, 1900. [2675]

## CARTRIDGES.

**NOBEL'S SPORTING BALLISTITE.**  
Absolutely Smokeless and Water-Resisting.  
The Best Nitro-Powder in the World.  
PRICE OF 12-RB CARTRIDGES:  
Loaded with Powder only, and 1 oz. of Shot.  
Primrose Cases ..... \$5.65  
Pegamoid Cases ..... 8.00  
Ejector Brass Cases ..... 8.65  
5 per cent. discount on orders of 1,000 and over.  
Apply to  
**WM. SCHMIDT & CO.**,  
Gunmakers,  
Hongkong.  
Hongkong, 27th July, 1897. [187]

## PUBLIC COMPANIES

## OLIVERS FREEHOLD MINES, LIMITED.

**NOTICE** is hereby given that the B Shares, on which the FINAL CALL of 50 cents per Share has not yet been paid, are liable to be FORFEITED, unless the said Call be paid to the undersigned at the Office of the Company, 38 and 40, Queen's Road Central, Victoria, Hongkong, on or before the 17th October, 1900.

**JOHN D. HUMPHREYS & SON**,  
General Managers.  
Hongkong, 3rd October, 1900. [2566]

**CHINA TRADERS' INSURANCE COMPANY, LIMITED.**

**NOTICE TO SHAREHOLDERS.**  
THE THIRTY-FOURTH ORDINARY MEETING of the SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, on TUESDAY, the 23rd instant, at TWELVE O'CLOCK, NOON, for the purpose of presenting the report of the Directors and Statement of Accounts to 30th April last and of declaring dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 23rd instant, both days inclusive.  
By Order of the Board of Directors.  
**H. P. WADMAN**,  
Acting Secretary.  
Hongkong, 2nd October, 1900. [2557]

**HONGKONG ELECTRIC COMPANY, LIMITED.**

**TENDERS** are invited for the Allotment of the Unissued balance of New Shares (4104 Shares), Dollars Five per Share paid up, PAYABLE on the 1st November, 1900.

Tenders will be received up to the 20th of October. No Tenders under seal will be considered, and the Allotment will be made preferably to Shareholders.

By Order of the Board of Directors.  
**GIBB, LIVINGSTON & CO.**,  
Agents.  
Hongkong, 29th September, 1900. [2535]

**HONGKONG ELECTRIC COMPANY, LIMITED.**

**SHAREHOLDERS** are hereby notified that the SECOND CALL of \$100 (Three Dollars) per Share has been made and is PAYABLE at the Company's Office, No. 4, Queen's Buildings, on or before 1st November, 1900.

Shareholders are requested when paying the above mentioned call to send to the Company's Agents their provisional Share Certificates for endorsement.

By Order of the Board of Directors.  
**GIBB, LIVINGSTON & CO.**,  
Agents.  
Hongkong, 29th September, 1900. [2534]

**UNION INSURANCE SOCIETY OF CANTON, LIMITED.**

**NOTICE TO SHAREHOLDERS.**  
A DIVIDEND of \$20 per Share for the year 1899, equivalent to 40 per cent. on the paid-up Capital of \$50 per Share, has been declared.

**WARRANTS** will be issued on the 12th October.  
By Order of the Board.  
**W. J. SAUNDERS**,  
Secretary.  
Hongkong, 12th October, 1900. [2637]

**HONGKONG JOCKEY CLUB.**

**NOTICE.**  
AN EXTRAORDINARY GENERAL MEETING of MEMBERS of the above Club will be held in the City Hall on SATURDAY, the 27th October, at 12.15 p.m.

**BUSINESS**:—To confirm the Resolution passed at the Extraordinary General Meeting of Members held on the 13th October.

By Order.  
**T. F. HOUGH**,  
Clerk of the Course.  
Hongkong, 17th October, 1900. [2670]

**W. BREWER & CO.**

**NEW BOOKS.**  
China's Open Door, by Consul-General Wildman ..... \$3.50  
China in Decay, by Alexis Krausse ..... 3.50  
China and the Present Crisis, by Walton ..... 1.50  
All the World's Fighting Ships, by Jane ..... 9.00  
Celebrities of the Army, 12 Parts ..... 4.20  
Wide World, Volume 5 ..... 3.50  
The Captain, "A Book for Boys," Vol. 3 ..... 3.50  
Tropical Diseases, by Morrison, Revised and Enlarged ..... 6.50  
Nautical Almanack, 1901 ..... 1.50  
European Settlements of the Far East ..... 3.50  
Golden Deeds of the War ..... 2.25

**NEW STOCK.**  
**NEW STAMP ALBUMS, INDIAN CIGARETTES, EGYPTIAN CIGARETTES, CROQUET LAWN BOWLS, AYER'S TENNIS BALLS** (covered and uncovered).  
23 & 25, Queen's Road, Hongkong. [31]

**NOTICE OF REMOVAL.**  
**MR. A TACKS FURNITURE STORE** will be REMOVED to DES VEXE ROAD, New Tientsin, opposite the Offices of the P. & O. S. N. Co., on or about the 30th inst.

Owing to the decorations not being complete, business will not be transacted at the new building for two or three weeks, but will be resumed at an early date. Customers are respectfully requested to call at or send communications to Nos. 27 and 28, LEE YUEN STREET, East, their temporary Store.  
Hongkong, 27th September, 1900. [2514]

## BANKS

## THE NATIONAL BANK OF CHINA, LIMITED.

**AUTHORIZED CAPITAL** ..... \$1,000,000  
**PAID-UP CAPITAL** ..... 2,324,374

**HEAD OFFICE**—HONGKONG.  
**BOARD OF DIRECTORS.**  
CHAN KIT SHAN, Esq. D. GILLIES, Esq.  
CHOW TUNG SHANG, Esq. J. T. LAURE, Esq.  
Chief Manager,  
JEO. W. F. PLAYFAIR.

**Interest for 12 Months Fixed** ..... 5%  
Hongkong, 23rd March, 1899. [19]

**HONGKONG & SHANGHAI BANKING CORPORATION.**

**PAID-UP CAPITAL** ..... \$10,000,000  
**RESERVE FUND** ..... \$10,000,000  
**SILVER RESERVE** ..... \$10,000,000  
**RESERVE LIABILITY OF PROPRIETORS** ..... \$10,000,000

**COUNT OF DIRECTORS.**  
N. A. STEERS, Esq.—Chairman.  
R. SHAW, Esq.—Deputy Chairman.  
E. Goetz, Esq.  
Hon. R. M. Gray  
Hon. A. Haupt, Esq.  
Hon. J. J. Kewick  
D. Meyer Moses, Esq.

**CHIEF MANAGER**:  
Hongkong—SIR THOMAS JACKSON.  
**MANAGER**:  
Shanghai—J. P. WADE GARDNER, Esq.

**LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.**

**HONGKONG—INTEREST ALLOWED.**  
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.  
**ON FIXED DEPOSITS.**  
For 3 months ..... 4 per Cent. per Annum.  
For 6 months ..... 4 1/2 per Cent. per Annum.  
For 12 months ..... 5 per Cent. per Annum.  
T. JACKSON,  
Chief Manager.  
Hongkong, 4th October, 1900. [17]

**HONGKONG SAVINGS BANK.**

**THE** Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rates may be obtained on application.

**INTEREST** on deposits is allowed at 3 1/2 PER CENT. per annum.  
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.  
**T. JACKSON**,  
Chief Manager.  
Hongkong, 4th October, 1900. [18]

**THE BANK OF CHINA & JAPAN, LIMITED.**

**WORKING CAPITAL** ..... over \$210,000  
**RESERVE LIABILITY OF SHAREHOLDERS** ..... fully \$425,000  
\$535,000

**HEAD OFFICE**:  
36, Nicholas Lane, London.  
**BRANCHES**:  
Hongkong, Shanghai, Singapore  
**AGENCIES**:  
Yokohama, Kobe, Penang, Bombay, Calcutta, Madras, Colombo, Rangoon, Java, Lyons, and Paris.

**BANKERS**:  
The Bank of England and the Capital and Counties Bank, Limited.  
General Manager—F. C. BISHOP.

**INTEREST ALLOWED.**  
On Current Accounts ..... 2 per cent.  
Fixed Deposits 3 months ..... 4  
Do. 6 months ..... 4 1/2  
Do. 12 months ..... 5  
J. THURBURN,  
Manager, Hongkong.  
Hongkong, 24th March, 1900. [20]

**THE MERCANTILE BANK OF INDIA, LIMITED.**

**AUTHORIZED CAPITAL** ..... \$1,500,000  
**SUBSCRIBED** ..... \$1,125,000  
**PAID-UP** ..... \$562,500  
**RESERVE FUND** ..... 2,30,000

**BANKERS**:  
LONDON JOINT STOCK BANK, LIMITED.

**INTEREST** allowed on Current Accounts at the rate of 2 1/2 per cent. on the Daily balance.  
**ON FIXED DEPOSITS**:  
For 12 months ..... 4%  
" 6 months ..... 4 1/2%  
" 3 months ..... 5%  
J. THURBURN,  
Manager, Hongkong.  
Hongkong, 24th March, 1900. [20]

**THE BANK OF TAIWAN (FORMOSA), LIMITED.**

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)  
**AUTHORIZED CAPITAL** ..... Yen 5,000,000  
**PAID-UP CAPITAL** ..... 1,250,000

**HEAD OFFICE**—TAIPEI, FORMOSA.  
**JUICHI SOTEDA**, Esq., President.  
Head Office Manager: HIROMI KAWASAKI, Esq.

**BRANCHES AND AGENCIES.**  
Tokyo Osaka Kyoto Yokohama  
Kobe Nagasaki Hakodate Moji  
Tainan London New York S. Francisco  
Hongkong Amoy Shanghai Tientsin  
Newchwang Chemulpo Fusan.

**HEAD OFFICE**—INTEREST ALLOWED.  
On Current Account ..... 5.475% per annum  
Savings Bank 6.205%  
On Fixed Deposits ..... 6 1/2% per annum  
For 3 months ..... 6%  
" 6 months ..... 6 1/2%  
" 12 months ..... 7%  
Credits granted on approved Securities and every description of Banking and Exchange business transacted.  
Drafts granted on the chief commercial places both in Japan and Abroad.  
Further particulars may be obtained on application.  
**HIROMI KAWASAKI**,  
Manager.  
Taipei, 5th October, 1900. [280]

## BANKS

## THE YOKOHAMA SPECIE BANK, LIMITED.

**ESTABLISHED 1880.**  
**CAPITAL SUBSCRIBED** ..... Yen 24,000,000  
**CAPITAL PAID-UP** ..... 18,000,000  
**CAPITAL UNPAID** ..... 6,000,000  
**RESERVE FUND** ..... 8,190,000

**HEAD OFFICE**—YOKOHAMA.  
**BRANCHES AND AGENCIES.**  
Tokio Kobe Nagasaki  
London Lyons New York  
San Francisco Honolulu Bombay  
Shanghai Tientsin Newchwang

**LONDON BANKERS:**  
THE LONDON JOINT STOCK BANK, LIMITED.  
PARIS BANK, LIMITED.  
THE UNION BANK OF LONDON, LIMITED.

**HONGKONG—INTEREST ALLOWED.**  
On Current Account at the rate of 2 per cent. per annum on the daily balance.  
On fixed deposits for 12 months 5% per annum.  
" 6 months 4 1/2%  
" 3 months 4%  
S. CHOW,  
Hongkong Manager.  
Hongkong, 2nd October, 1900. [758]

**DEUTSCH-ASIATISCHE BANK.**

**PAID-UP CAPITAL** ..... Sh. Tsels 5,000,000  
**HEAD OFFICE**—SHANGHAI.  
**BOARD OF DIRECTORS**: BERLIN.

**BRANCHES**:  
Calcutta Hankow  
Tientsin Tsingtau (Kiautschow)

**LONDON BANKERS:**  
Messrs. N. M. ROTHSCHILD & SONS,  
UNION BANK OF LONDON, LTD.

**INTEREST** allowed on Current Account DEPOSITS received on terms which may be located on application. Every description of Banking and Exchange business transacted.  
**H. SCHOTTLAENDER**,  
Acting Manager.  
Hongkong, 8th February, 1900. [45]

**IMPERIAL BANK OF CHINA**

**ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.**  
**SUBSCRIBED CAPITAL** Shanghai Tls. 5,000,000  
**PAID-UP CAPITAL** ..... 2,500,000

**HEAD OFFICE**—SHANGHAI.  
**BRANCHES AND AGENCIES.**  
Canton Chefoo Peking  
Chinkiang Penang  
Chungking Singapore  
Foochow Swatow

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

**HONGKONG BRANCH.**  
Advances made on approved securities. Bills Discounted.  
**INTEREST ALLOWED ON DEPOSITS**  
At 2% per annum on Current Account daily balances.  
3% per annum on Fixed Deposits for 3 months.  
4% " " " 6 " "  
5% " " " 12 " "  
E. W. RUTTER,  
Acting Manager.  
Hongkong, 2nd February, 1900. [22]

**THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.**

**INCORPORATED BY ROYAL CHARTER, 1853.**  
**HEAD OFFICE**—LONDON.

**CAPITAL PAID-UP** ..... £800,000  
**RESERVE LIABILITY OF SHAREHOLDERS** ..... £800,000  
**RESERVE FUND** ..... £255,000

**INTEREST** allowed on Current Account at the rate of 3% per annum on the Daily balances.  
**On Fixed Deposits for 12 months** 4 per cent.  
" 6 months 3 1/2%  
" 3 months 3%  
T. P. COCHRANE,  
p. Manager, Hongkong.  
Hongkong, 15th October, 1900. [21]

**AUTOMATIC MAUSER PISTOLS.**

**CALIBRE 7.63 m.m.**  
With CHAMBER for 10 CARTRIDGES,  
FIRING 10 SHOTS in 2 SECONDS.  
**SIEMSEN & CO.**  
Hongkong, 3rd October, 1900. [2564]

**LEMP'S BEER.**

**AMERICA'S FAMOUS LIGHT BEER.**

**SOLE AGENTS** for Hongkong, China and Philippine Islands—  
**ARRATON V. APGAR & CO.**  
Hongkong, 11th July, 1900. [1952]

**NEW GOODS, PLENTY IN HAND.**

**D. NOMA**,  
12, Beaconsfield Arcade,  
Opposite the City Hall,  
Hongkong.  
Hongkong, 27th April, 1900. [2423]

**JAPANESE CURIOS.**

**INSURANCES**

**SALAMANDER FIRE INSURANCE COMPANY.**

**THE** Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
**HOTZ, JACOB & CO.**  
Hongkong, 2nd April, 1900. [1024]

**PHENIX FIRE OFFICE.**  
The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.  
**DOUGLAS LAPRAIK & CO.**  
Agents for the Phoenix Fire Office.  
Hongkong, 17th August, 1887. [27]

**TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.**

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
**SIEMSEN & CO.**  
Agents.  
Hongkong, 16th November, 1872. [24]

**NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.**

The Undersigned AGENTS of the above Company are PREPARED to ACCEPT First Class Foreign and Chinese Risks at Current Rates.  
**SIEMSEN & CO.**  
Hongkong, 29th May, 1895. [26]

**NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.**

**TOTAL FUNDS** at 31st DECEMBER, 1899  
£14,409,089.

**I. AUTHORIZED CAPITAL** ..... £3,000,000 0 0  
**SUBSCRIBED CAPITAL** ..... 2,750,000 0 0  
**PAID-UP CAPITAL** ..... 687,500 0 0  
**II. FIVE FUNDS** ..... 2,731,183 13 7

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
**SHEWAN, TOMES & CO.**  
Agents.  
Hongkong, 22nd June, 1900. [1872]

**SUN INSURANCE OFFICE, LONDON**

**FOUNDED 1710.**  
The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
**SIEMSEN & CO.**  
Agents.  
Hongkong, 16th May, 1892. [52]

**AACHEN AND MUNICH FIRE INSURANCE CO.**  
OF AIX-LE-CHAPPELLE.

**THE** Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
**REUTER, BRÜCKELMANN & CO.**  
Agents.  
Hongkong, 21st April, 1897. [19]

**SCOTTISH METROPOLITAN ASSURANCE CO.**

The combined ACCIDENT and LIFE POLICY is the MOST ADVANTAGEOUS form of INSURANCE.  
A yearly premium of £29 2s (age 30) secures the following:  
£2,000 in case of death by accident.  
£1,000 in case of natural death.  
£1,000 in case of permanent total disablement by accident.  
£500 in case of partial total disablement by accident.  
£6 per week in case of temporary disablement by accident.  
Accidents insured against for £4 and £8 per annum (£1,000 in case of death, by weekly payments in case of injury).  
For further Particulars apply to  
**J. Y. V. VERNON**,  
Agent.  
Hongkong, 8th June, 1896. [1774]

**THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.**

**INCORPORATED 1851.**  
**CAPITAL** ..... \$210,000.

**THE** Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
**WM. MEYERINK & CO.**  
Agents.  
Hongkong, 18th May, 1900. [1516]

**"LUNION"**  
**FIRE INSURANCE COMPANY, LD.**  
(Established 1828).

**THE** Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.  
Claims settled direct without reference to the Head Office.  
**A. R. MARTY**,  
Agent.  
Hongkong, 1st August, 1900. [2118]

**OWNERS** of HOUSES situated in the Central Division of the City of Victoria, and in the Western Division of Kowloon, who have not had their premises LIMED, WASHED and CLEANSED in accordance with law, are reminded that the period during which the work should be finished ends on the 31st day of October, 1900, and the Sanitary Board being convinced of the necessity of cleanliness in its efforts to stamp out plague, is determined to rigorously prosecute any owner in default after the above named date.

The Central Division of the City lies between Garden Road on the East and Morrison Street and East Street on the West. The Western Division of Kowloon is all that part of the Kowloon Peninsula to the West of Robinson Road and includes Tsim Sha Tsui, Yau Ma Tei, Mong Kok Tsui, Tai Kok Tsui and Sham Shui Po.

By Order of the Board.  
**G. A. WOODCOCK**,  
Acting Secretary.  
Hongkong, 1st October, 1900. [5248]



HONGKONG  
BUSINESS DIRECTORY.

## AUCTIONEERS.

PAUL BREWITT  
22, Zeland Street, Auctioneer, Appraiser,  
and Commission Agent.HUGHES & HUGHES  
Auctioneers to the Government and House  
and General Brokers, corner Lee House  
Street and Prince Central.V. J. REMEDIOS  
Auctioneer, Appraiser and Agent,  
8, Queen's Road Central.

## BOARD AND LODGING

THE WESTERN HOTEL  
Excellent Accommodation, \$2.50 per day  
80 and 82, Queen's Road West.

## BOOKBINDING

"DAILY PRESS" OFFICE  
The only Press in China having European  
binding work done. Equal to Home Work.

## BOOKSELLERS AND STATIONERS

W. BREWER & CO.  
Printers, Bookbinders and Account Book  
Manufacturers, 21 and 23, Queen's Road  
(corner Hong Kong Hotel).

## BUILDERS

KING ON  
Contractors, 21, Praya Street, Local  
and Coast Port Building Timber, Brick  
and Gravel.  
Modern and approved, Estimates given.

## CHEMISTS, DRUGGISTS, &amp;c.

THE PHARMACY  
10, Queen's Road Central, Family and  
Dispensing Chemists, Wholes, Spirits and  
Cigars.THE VICTORIA DISPENSARY  
Chemists and Druggists, High-class, 40  
Waterside, Dealers in Photographs,  
Herbaria, Queen's Road.WATKINS, L.D. APOTHECARY, 68, 69,  
Queen's Road Central, China, Australia,  
Waterside, Wholes, Spirits, etc.

## CUBIC DEALERS

KUN & YONG  
Plan and Surveyors and Chinese Office,  
8, 10, 12, Queen's Road, Hong Kong,  
Street, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000.KWONG HING  
China Provision, Grocery Ware, 68,  
Queen's Road Central.

## DRAPERS

WONG HOI  
Sergeants, 20, Queen's Road Central.WONG TAI YONG  
Sergeants, 22, Praya Building,  
Opposite Hong Kong Hotel.

## HATMAKERS

FERNAND SARA & CO.  
Millinery, 81, Praya Street, Hatmakers,  
Low Prices, 187, 30, Wellington Street.SEE WOO  
Tailor, 10, Queen's Road Central.SHAN  
Tailor, 10, Queen's Road Central.THE MOUNTAIN  
Tailor, 10, Queen's Road Central.THE MOUNTAIN  
Tailor, 10, Queen's Road Central.THE MOUNTAIN  
Tailor, 10, Queen's Road Central.THE MOUNTAIN  
Tailor, 10, Queen's Road Central.THE MOUNTAIN  
Tailor, 10, Queen's Road Central.THE MOUNTAIN  
Tailor, 10, Queen's Road Central.THE MOUNTAIN  
Tailor, 10, Queen's Road Central.THE MOUNTAIN  
Tailor, 10, Queen's Road Central.THE MOUNTAIN  
Tailor, 10, Queen's Road Central.THE MOUNTAIN  
Tailor, 10, Queen's Road Central.THE MOUNTAIN  
Tailor, 10, Queen's Road Central.THE MOUNTAIN  
Tailor, 10, Queen's Road Central.THE MOUNTAIN  
Tailor, 10, Queen's Road Central.THE MOUNTAIN  
Tailor, 10, Queen's Road Central.THE MOUNTAIN  
Tailor, 10, Queen's Road Central.THE MOUNTAIN  
Tailor, 10, Queen's Road Central.THE MOUNTAIN  
Tailor, 10, Queen's Road Central.THE MOUNTAIN  
Tailor, 10, Queen's Road Central.THE MOUNTAIN  
Tailor, 10, Queen's Road Central.THE MOUNTAIN  
Tailor, 10, Queen's Road Central.THE MOUNTAIN  
Tailor, 10, Queen's Road Central.HONGKONG  
BUSINESS DIRECTORY.

## PHOTOGRAPHERS

YEE CHUN  
Marine and Portrait Painter, 50, Queen's  
Road, Upper.M. Y. H. S.  
Portrait Photographer, 14, Beasfield  
Avenue, Queen's Road Cl., also Wanchai  
Avenue, 14, Beasfield's Specialty.

## PRINTING

"DAILY PRESS" OFFICE  
Proofs read by Englishmen.

## BATTAN FURNITURE

KWONG TAI LOY  
Battan Furniture, Bamboo, Blinds, Mat-  
tresses all Colours, 39A, Queen's Road Cl.

## SILK GOODS DEALERS

TEJUMUT POHUTING  
Dealer in Chinese, Indian and Japanese  
Goods, Silks, Woollen and Cashmere  
Shawls and other Durable Goods, 4,  
D'Arny Street, First Floor.WASSIAMULLI ASSAMULLI  
Wholesale and Retail Importers and  
Exporters, India, Chinese and Japanese  
Silks, Cashmere Shawls and Ceylon  
Tea, 40, Queen's Road, Cl.

## SILK LACE MANUFACTURERS

F. H. LUNCE  
Exporters of Real Hand-made Torchon Lace  
in Silk, Linen and Cotton, Grasscloth and  
Silk Embroideries, Hand-made Silk  
and Linen, Lace Curtains made to  
order, 17, Queen's Road, Central.

## STOREKEEPERS

F. BLACKHEAD & CO.  
Navy Contractors, Shipchandlers, Sail-  
makers, Provision and Coal Merchants,  
Praya Central, next Hong Kong Hotel.KWONG SANG & CO.  
Shipchandlers, Sailmakers, Hardware,  
Engineers' Tools, Brass and Iron Mer-  
chandise, 144, Des Vaux Road.MORE & SEIMUND  
Shipchandlers, Sailmakers, Riggers, Com-  
mission Agents and General Store-  
keepers, 43 and 45, Praya Central.

## TAILORS

D. LAUGHTON & CO.  
Navy Military and Court, 16, Queen's Road,  
Opposite Kuhn's Curio Store.HUNG YUEN  
Outfitters, Shirt Makers, Hatters, Hosiers,  
Drapers, 65, Queen's Road, Central.TAE CHEONG  
Tailors, Gentlemen's Outfitters, Hatters,  
Hosiery, and Drapers, Chinese Silk of  
all kinds, 20, & 55, Queen's Rd. Central.YEE SANG FAT & CO.  
Outfitters, Place Goods, Underwear, Shoes,  
Hosiery, and Drapers, Opposite Post  
Office, Queen's Road Central.

## TOBACCONISTS

D. S. DART BURROE "Lee Fung Yee"  
Importers of the Best Manila Cigars, 25,  
Pondicherry Street.KRUSH & CO.  
Wholesale and Retail Havana and Manila  
Cigars, Egyptian Cigarettes, Dealers in  
Beverly Goods, Agents,  
Compass House, Queen's Road.VICTORIA CIGAR DEPOT,  
1 and 2, Leung Street, East, AGENTS FOR  
W. L. HARRISON & CO., 37, Calle San  
Francisco, Manila, "Windsor Lady" and  
"Windsor" Cigars.WONG SENG HING  
Wholesale and Retail Havana and Manila  
Cigars, Egyptian Cigarettes, Dealers in  
Beverly Goods, Agents,  
Compass House, Queen's Road.WONG SENG HING  
Wholesale and Retail Havana and Manila  
Cigars, Egyptian Cigarettes, Dealers in  
Beverly Goods, Agents,  
Compass House, Queen's Road.WONG SENG HING  
Wholesale and Retail Havana and Manila  
Cigars, Egyptian Cigarettes, Dealers in  
Beverly Goods, Agents,  
Compass House, Queen's Road.WONG SENG HING  
Wholesale and Retail Havana and Manila  
Cigars, Egyptian Cigarettes, Dealers in  
Beverly Goods, Agents,  
Compass House, Queen's Road.WONG SENG HING  
Wholesale and Retail Havana and Manila  
Cigars, Egyptian Cigarettes, Dealers in  
Beverly Goods, Agents,  
Compass House, Queen's Road.WONG SENG HING  
Wholesale and Retail Havana and Manila  
Cigars, Egyptian Cigarettes, Dealers in  
Beverly Goods, Agents,  
Compass House, Queen's Road.WONG SENG HING  
Wholesale and Retail Havana and Manila  
Cigars, Egyptian Cigarettes, Dealers in  
Beverly Goods, Agents,  
Compass House, Queen's Road.WONG SENG HING  
Wholesale and Retail Havana and Manila  
Cigars, Egyptian Cigarettes, Dealers in  
Beverly Goods, Agents,  
Compass House, Queen's Road.WONG SENG HING  
Wholesale and Retail Havana and Manila  
Cigars, Egyptian Cigarettes, Dealers in  
Beverly Goods, Agents,  
Compass House, Queen's Road.WONG SENG HING  
Wholesale and Retail Havana and Manila  
Cigars, Egyptian Cigarettes, Dealers in  
Beverly Goods, Agents,  
Compass House, Queen's Road.WONG SENG HING  
Wholesale and Retail Havana and Manila  
Cigars, Egyptian Cigarettes, Dealers in  
Beverly Goods, Agents,  
Compass House, Queen's Road.WONG SENG HING  
Wholesale and Retail Havana and Manila  
Cigars, Egyptian Cigarettes, Dealers in  
Beverly Goods, Agents,  
Compass House, Queen's Road.WONG SENG HING  
Wholesale and Retail Havana and Manila  
Cigars, Egyptian Cigarettes, Dealers in  
Beverly Goods, Agents,  
Compass House, Queen's Road.WONG SENG HING  
Wholesale and Retail Havana and Manila  
Cigars, Egyptian Cigarettes, Dealers in  
Beverly Goods, Agents,  
Compass House, Queen's Road.WONG SENG HING  
Wholesale and Retail Havana and Manila  
Cigars, Egyptian Cigarettes, Dealers in  
Beverly Goods, Agents,  
Compass House, Queen's Road.WONG SENG HING  
Wholesale and Retail Havana and Manila  
Cigars, Egyptian Cigarettes, Dealers in  
Beverly Goods, Agents,  
Compass House, Queen's Road.WONG SENG HING  
Wholesale and Retail Havana and Manila  
Cigars, Egyptian Cigarettes, Dealers in  
Beverly Goods, Agents,  
Compass House, Queen's Road.WONG SENG HING  
Wholesale and Retail Havana and Manila  
Cigars, Egyptian Cigarettes, Dealers in  
Beverly Goods, Agents,  
Compass House, Queen's Road.WONG SENG HING  
Wholesale and Retail Havana and Manila  
Cigars, Egyptian Cigarettes, Dealers in  
Beverly Goods, Agents,  
Compass House, Queen's Road.WONG SENG HING  
Wholesale and Retail Havana and Manila  
Cigars, Egyptian Cigarettes, Dealers in  
Beverly Goods, Agents,  
Compass House, Queen's Road.WONG SENG HING  
Wholesale and Retail Havana and Manila  
Cigars, Egyptian Cigarettes, Dealers in  
Beverly Goods, Agents,  
Compass House, Queen's Road.WONG SENG HING  
Wholesale and Retail Havana and Manila  
Cigars, Egyptian Cigarettes, Dealers in  
Beverly Goods, Agents,  
Compass House, Queen's Road.WONG SENG HING  
Wholesale and Retail Havana and Manila  
Cigars, Egyptian Cigarettes, Dealers in  
Beverly Goods, Agents,  
Compass House, Queen's Road.

## BUGGY FOOTBALL.

## ARTHUR J. GOULD.

INTERNATIONAL GAMES, A RECORD  
AND SOME CONCLUSIONS.

For the second time in the history of Rugby football, Wales, in 1900, secured the international championship and the Triple Crown together. As a Welshman I feel proud of my country's success. Before I pass on to deal with the achievements of last season I cannot resist the temptation to pause for a moment by the way, to look back upon the uphill struggle Wales had before she attained her previous great success in 1893. For years, gallant little Wales had taken her part in international contests, but never till then had she reached a position of proud pre-eminence at the head of the Rugby-playing countries. Often she had suffered reverses, crushing and humiliating, but in 1893, when the game was at the height of popularity, before there was any split in the Rugby camp, when every country sent to the field men whose names will live in the annals of football, she met and defeated, in turn, England, Scotland, and Ireland. Again in 1900 she has done the same. Yet we cannot say that history exactly repeated itself. In '93 two matches were played in Wales and one away; in 1900 two were played away and one at home (though, in reality, the Welsh team were more at home at Gloucester than the English fifteen, since Welsh clubs are regular visitors to the city on the Severn). In '93 each opponent of Wales played nine forwards and three three-quarters; in 1900 all the countries played the Welsh style. In '93 Wales beat England at Cardiff by a single point, after what was probably the most exciting international match ever played, whereas in 1900 the contest was not so keen, the score was not so close, and the play was not of such a brilliant and sensational character. But in two respects there were resemblances. In each season Wales reached the highest level of play against Scotland and the lowest against Ireland; in each year the Sons of Erin were beaten by a try. But whatever the differences and resemblances, the Welsh team in 1900 were the three victorious champions. That Wales thoroughly deserved the position to which she attained, no fair critic will deny. Not only in the matter of points scored was she far ahead of either of the other countries, but the general play stamped Wales as the leading country of the season. Let us review the matches played, and endeavour to draw a few conclusions from them. As Wales is at the top of the tree, it is especially interesting to look back to the first match of the international series—England v. Wales, at Gloucester.

This was the first international match ever played at Gloucester, and it was a great pity that the anticipation of the local committee, who had made very extensive arrangements for the accommodation of a great crowd, were not realized. The attendance was disappointing, and the play was not as good as had been expected. Wales won by three goals (one penalty) to 1 try, yet the match was anything but one-sided. It was not till half-way through the opening moiety that Wales scored through Helling, one of the forwards, who had just previously received a severe injury, which afterwards proved to be a broken arm. Early in the second half, England attacked very strongly, and as the result of passing Nicholson sprinted in over the line. The try was not converted, so Wales still led by two points, as Bancroft had converted the Welsh try. After this, Wales, for the first time in the match, showed good combination and as the result of fine running and passing by Lloyd, Davies, and Trew, the last-named scored, and Bancroft placed another goal. Right at the close of the game England were penalised, and Bancroft dropped a goal from the touch-line at the 25 (just such a goal as he dropped against England in 1893, the year of the previous triple victory), and Wales won by 13 points to 3.

Three weeks later Wales met Scotland at Swansea, and of this match it is no exaggeration to say that never has a Scottish team made so poor a show against Wales, who won by 4 tries to 1 try. Fairly early in the game, W. Llewellyn scored, after a brilliant run following a fine round of passing. The game was chiefly in favour of Wales till near half-time, when Bancroft showed great cleverness in holding, and Dykes rubbed the ball past him and equalised for Scotland. But Wales soon showed that the advantage lay with her, and after some hot attacks, Nicholls scored from a cross punt by Llewellyn. This brought half-time, with Wales three points to the good. In the second half during which Wales attacked repeatedly, and Scotland defended most strenuously, Llewellyn scored once as the result of the passing, and W. H. Williams added the fourth try, through T. Best's failing, to touch down promptly.

THE 1893 CHAMPIONS.

Wales, who had thus taken part in the first two internationals of the season, and had won the first two matches, had a long rest before she played her last match, and the last of the season. In the meantime Ireland, the truly victorious champions of 1899, had entered the field. Their first match destroyed once her glory, and she was

with a similar effort, while before the first half was over Robinson had scored a try by following up a rush of the English forwards. Ireland opened the second half with a hot attack, but could not get through, and a fine round of passing by England led to Gordon Smith scoring again, while Robinson further increased the score, and Ireland were handsomely beaten by two goals (one dropped), 2 tries to 1 dropped goal. England had thus done something to improve her position and certainly showed materially improved form as compared with that against Wales, while Ireland found that her team was not all that could be desired.

The next meeting, at Dublin, on February 24, was between countries who had both been badly defeated in their opening matches, and it was not surprising to find changes in the fifteen. There were eight different men in the Scottish team, and six in the Irish; the men took the field in better condition, and the memory of defeat acted as an incentive to desperate effort. Both Ireland and Scotland pride themselves especially upon their forwards, and it was between the two packs that the battle lay. The game was a hard one, it was marked by much good play, but there was little of brilliance, and in the end neither side could claim advantage, for the result was a pointless draw. Practically the same criticism applies to Scotland v. England at Edinburgh, on March 10—it was a hard forward game of the old-fashioned kind, and neither side could pierce the defence of the other.

Then, on St. Patrick's Day, came the last Rugby international of the season—Wales v. Ireland at Belfast. The former team were already secure in possession of the championship, and it remained to be seen whether they would attain the further honour of victory all along the line. The first half was fought out closely, with much fine and much faulty play, but the interval was reached without score. In the second half, however, a piece of genuine Welsh combination was brought off, and it gave Wales the victory. Phillips, one of the halves, got the ball from the scrum, and, going straight for the line, beat his man, and passed to Nicholls. The centre went straight and beat the opposing three-quarter, so that by the time he faced the full back, as the other Welsh three-quarters had advanced in line with him, there were three Welshmen to face one Irishman. All that was necessary was a good pass—that was given, and Davies raced in. Ireland attacked very hotly after this and Lenia Magee made a desperate effort to win the game off his own bat, but the defence prevailed.

## AN INTERESTING TABLE.

The following table (in which the usual league method of reckoning points has been adopted), shows the positions and achievements of the four countries:—

Played.	Won.	Lost.	Drawn.	G.	T.	Pts.	Pl.
1. Wales	3	3	0	0	3	25	6
2. England	3	1	1	1	2	13	3
3. Scotland	3	0	1	2	0	3	2
4. Ireland	3	0	2	1	0	4	1

This 1900 brought an important change in the position, since Ireland fell from the first place to the last, and England, instead of being at the bottom, rose to an honourable second. England is to be congratulated upon this improved record. Against Wales her forwards were comparatively weak, and that had a great bearing upon the issue, but against Ireland and Scotland far better form was shown, and the result of the season's play was such as to encourage the authorities of the Rugby Union. With regard to the position of Wales, the result of the matches proved that the Selection Committee, at the first attempt, selected a fifteen in which condensation was justified. It is not a little remarkable that Wales played practically the same team in all three games, and but for accidents would have played the same men without exception. In the three-quarter line, the only alteration was Gwyn Nicholls for D. Rees. Nicholls was the original selection, but he did not return from the Anglo-Australian tour in time for the English match, so Rees played reserve. Then, in the English match, Helling, a forward, had his arm broken, and that prevented him from playing in the Scottish match, in which his place was taken by G. Dobson; prior to the Irish match, G. L. Lloyd was injured in playing for Kent, and Selwyn Biggs was called out of practical retirement to fill the gap. Those were the only changes.

## VALUE OF MATCH PRACTICE.

Now where at the first selection a really good team is chosen, it is to the advantage of that team that they should meet opponents who have not been previously tested. Had Wales been called upon to meet the first selected teams of the three countries, there is no doubt that she would have won the match with Ireland by more than a single try, while it is certain that had Wales been opposed by the Scottish team which met England, or the English team engaged in the same match, she would have had a far more difficult task than she had. As the international season goes on the fifteens are gradually strengthened (that is, unless they prove successful in the two opening matches); and there is no doubt that whereas the first English team lacked cohesion, especially among the forwards, it was greatly strengthened to meet Ireland, and further improved to meet Scotland, so that in the last encounter it was shown that England could still com-

mand a team worthy to wear the Rose. Take the case of Scotland, too. When they took the field against Wales their forwards were by no means at the level of ordinary Scottish packs—in fact, in all my experience, I have never seen a weaker Scottish forward team. They lacked the training necessary for such a game, and their lack of fire, coupled with the fact that the Welsh forwards were a really good lot, explained the numerous chances of putting the three-quarters in motion of which the Welsh halves availed themselves so finely. That England, Scotland, and Ireland gradually improved their fifteens as the season progressed is certain, and, in spite of accidents, they put in the field in their closing matches better teams than those which represented them in the opening games.

I do not propose to deal with individual players by this article (that will be done in an article on "Great Players of the Present"), but speaking of the international teams as a whole, there is not the least doubt in my mind that the standard of international football in 1900, except in the case of Wales, was below the average level of the last ten years. There was less brilliance at all points, and though I feel that Wales as a whole was stronger in 1900 than in 1899, I cannot help thinking that for all-round ability the fifteen were not up to the level of the team who won the Triple Crown in 1893. My reason for saying this is that in that season the other countries were at their strongest. One has only to recall the names of the football giants who represented England, Scotland, and Ireland then to be convinced that the men of those days were better individually and collectively than their successors of to-day. At any rate, Wales reached the top of the tree in Rugby football in '99-'00, and there is no doubt that the honour was thoroughly earned. That Wales had the best fifteen and deserved victory in every match will be admitted by impartial critics who saw the games.

## NOTICES TO CONSIGNEES

FROM HAMBURG, PENANG AND SINGAPORE.

## THE H. A. L. Steamship

"ATHESIA,"  
Captain Brunst, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their goods from alongside. Optional Cargo will be forwarded unless notice to the contrary be given before the 12th instant.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th instant, at 3 P.M. No Fire Insurance has been effected.

SIEMSEN &amp; CO., Agents.

Hongkong, 12th October, 1900. [2645]

## OCEAN STEAMSHIP COMPANY.

## CONSIGNEES per Company's Steamer

"TANTALUS"  
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 13th instant.



## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA SUEZ CANAL	GLENGYLE	Brit. str.	—	Darke	McGREGOR BROS. & GOW	On 27th inst.
LONDON VIA SUEZ CANAL	IDOMENEUS	Brit. str.	—	Riley	BUTTERFIELD & SWIRE	On 30th inst.
LONDON VIA SUEZ CANAL	BONJAY	Brit. str.	—	G. W. Montford, R.N.R.	P. & O. S. N. Co.	On or about 1st Nov.
LONDON VIA SUEZ CANAL	ACAMENON	Brit. str.	—	Nish	BUTTERFIELD & SWIRE	On 13th Nov.
LIVERPOOL DIRECT	TANTALUS	Brit. str.	—	Gregory	BUTTERFIELD & SWIRE	On 17th Nov.
BREMEN, VIA PORTS OF CALL.	OLDENBURG	Ger. str.	—	H. Prager	MELCHERS & CO.	On 13th inst., at Noon.
MARSEILLES & LONDON	CANDIA	Brit. str.	—	A. W. Symes, R.N.R.	P. & O. S. N. Co.	On or about 13th inst.
MARSEILLES, LONDON & ANTWERP, V. S. PORE, &c.	TAMBA MARU	Jap. str.	—	Flamin	MESSAGERIES MARITIMES	To-morrow, at Noon.
MARSEILLES, LONDON & ANTWERP, V. S. PORE, &c.	LAOS	Brit. str.	—	E. J. Cole	P. & O. S. N. Co.	On 22nd inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP, V. S. PORE, &c.	MALTA	Jap. str.	—	W. Townsend	NIPPON YUSEN KAISHA	On 27th inst., at Noon.
MARSEILLES, LONDON & ANTWERP, V. S. PORE, &c.	SANUKI MARU	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On 2nd Nov., at Daylight.
HAYRE & HAMBURG	SARINIA	Ger. str.	—	Schlaefke	CARLOWITZ & CO.	On 23rd inst.
HAYRE & HAMBURG	SUEVIA	Ger. str.	—	Forck	CARLOWITZ & CO.	On or about 2nd Nov.
HAYRE & HAMBURG	AMBRIA	Ger. str.	—	A. Wagner	CARLOWITZ & CO.	On or about 18th Nov.
TRIESTE, &c., VIA PORTS OF CALL.	MARQUIS BACQUEHEM	Aus. str.	—	A. Hilafer	SANDER, WIELER & CO.	On or about 2nd Dec.
NEW YORK VIA SUEZ CANAL	ASTURIA	Brit. str.	—	Hildebrandt	CARLOWITZ & CO.	To-day, P.M.
NEW YORK VIA SUEZ CANAL	ANAPA	Brit. str.	—	R. Archibald, R.N.R.	SHEWAN, TOMES & CO.	On or about 27th inst.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	—	M. J. Curlew	CANADIAN PACIFIC R. CO.	On 24th inst.
VICTORIA, B.C., &c., VIA SHANGHAI, &c.	IDZUMI MARU	Jap. str.	—	W. Watt	NIPPON YUSEN KAISHA	On 27th inst., at 4 p.m.
VICTORIA, B.C., &c., VIA SHANGHAI, &c.	BRAEMAR	Brit. str.	—	—	DODWELL & CO., LIMITED	On 10th Nov.
PORTLAND OREGON VIA JAPAN	MONMOUTHSHIRE	Brit. str.	—	—	T. M. STEVENSON & CO.	On 23rd inst.
SAN FRANCISCO VIA NAGASAKI, &c.	DORIC	Jap. str.	—	—	U. & O. S. S. Co.	On 23rd inst.
SAN FRANCISCO VIA AMOY, &c.	NIPPON MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 70th inst.
SAN FRANCISCO VIA SHANGHAI, &c.	CITY OF RIO DE JANEIRO	Aus. str.	—	—	PACIFIC MAIL S. S. CO.	On 8th Nov., at Noon.
SAN DIEGO, &c., VIA SHANGHAI, &c.	GUTHRIE	Brit. str.	—	McArthur	BUTTERFIELD & SWIRE	On 20th Nov.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	—	A. E. Moses	GIBB, LIVINGSTON & CO.	On 26th inst., at Daylight.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	—	Moore	NIPPON YUSEN KAISHA	On 26th inst., at 4 p.m.
KOBE	CHANGSHA	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	On 12th Nov., at Noon.
KOBE & YOKOHAMA	INADA MARU	Jap. str.	—	W. Bainbridge	BUTTERFIELD & SWIRE	On 23rd inst.
NAGASAKI, KOBE & YOKOHAMA	KASUGA MARU	Jap. str.	—	E. W. Haswell	NIPPON YUSEN KAISHA	On 26th inst., at Daylight.
YOKOHAMA & KOBE	SILESIA	Aus. str.	—	P. Craghietto	SANDER, WIELER & CO.	To-day, at Noon.
MOJI, KOBE & YOKOHAMA	HIROSHIMA MARU	Jap. str.	—	S. Yoshizawa	NIPPON YUSEN KAISHA	On 4th Nov., at Daylight.
SHANGHAI	SINGAN	Brit. str.	—	Lawrence	JARDINE, MATHESON & CO.	To-day
SHANGHAI, CHEFOO & NEWCHWANG	CANTON	Ger. str.	—	G. Honemann	SIEMSEN & CO.	To-morrow, at Noon.
SHANGHAI	LYKEMOON	Frech. str.	—	Vaquier	MESSAGERIES MARITIMES	To-morrow, at 4 p.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	TOKYO	Brit. str.	—	C. F. Lockstone, R.N.R.	P. & O. S. N. Co.	On or about 22nd inst.
SHANGHAI & JAPAN	CANTON	Brit. str.	—	E. W. Vibert, R.N.R.	P. & O. S. N. Co.	On or about 26th inst.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	COROMANDEL	Brit. str.	—	H. Blocker	MELCHERS & CO.	Quick despatch.
SWATOW, AMOY & TAIWAN	BAVERN	Ger. str.	—	K. Hasegawa	MITSUI BUSSAN KAISHA	On 21st inst., at Daylight.
SWATOW, AMOY & TAIWAN	TAMBU MARU	Jap. str.	—	S. Atami	MITSUI BUSSAN KAISHA	On 31st inst., at Daylight.
FOOCHOW VIA SWATOW & AMOY	AKASHI MARU	Jap. str.	—	K. Suzuki	MITSUI BUSSAN KAISHA	On 24th inst.
AMOY & MANILA	SUNOKIANG	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	On 20th inst., at 10 a.m.
MANILA VIA AMOY	SUNOKIANG	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	On 20th inst., at 10 a.m.
MANILA DIRECT	MEMPHIS	Brit. str.	—	W. Almond	SHEWAN, TOMES & CO.	On 23rd inst., at 5 p.m.
MANILA, CEBU & HOLO	YAWATA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 26th inst., at 4 p.m.
MANILA	KAIPOING	Brit. str.	—	Pennfather	BUTTERFIELD & SWIRE	On 27th inst., at 4 p.m.
SANDAKAN	CHANGSHA	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	On 23rd Nov., at Noon.
SAMARANG & SOERABAYA	SHANTUNG	Brit. str.	—	R. Cox	JARDINE, MATHESON & CO.	On 24th inst., at Noon.
				Quail	BUTTERFIELD & SWIRE	On 23rd inst.

## SHIPPING.

**ARRIVALS.**  
Oct. 16, HATINO, French str., 750, Bast, Hai-phong 13th Oct. and Hoihow 14th, General—A. R. MACY.  
Oct. 16, JACOB DIERCKHOF, German str., 624, A. Riecke, Dilling (Tschien wan) 11th Oct., Ballast—JENSEN & CO.  
Oct. 17, CHINGTU, British steamer, 2,300, J. E. Williams, Moji 12th October, Coals—BUTTERFIELD & SWIRE.  
Oct. 17, SERBIA, German str., 2,376, F. Sachs, Japan 12th Oct., Coals—SIEMSEN & CO.  
Oct. 17, GLENFALLOCH, British str., 1,434, Bainbridge, Penang 6th Oct. and Singapore 9th, General—CHINESE.  
Oct. 17, KACHIDATE MARU, Jap. str., 2,143, Fusiki, Moji 12th Oct., Coals—MITSUBI BUSSAN KAISHA.  
Oct. 17, HEBI CHI, British str., 1,385, Klopfer, Canton 17th Oct., General—CHINESE.  
Oct. 17, MARIETTA, Aus. gunboat, 1,900, E. H. Ghies, Swatow 16th October.  
Oct. 17, CHOTSANG, British str., 1,194, Bowker, Shanghai via Swatow 14th Oct., General—JARDINE, MATHESON & CO.  
Oct. 17, GLENFLOCH, British str., 2,290, H. Hill, Singapore 10th Oct., Coals—ORDER.  
Oct. 17, TELEMACHUS, British steamer, 1,379, Sawyok, Java 3rd Oct., Sugar—BUTTERFIELD & SWIRE.  
Oct. 17, BAYERN, German str., 3,128, H. Blocker, Bremen and Singapore 12th Oct., Mails and General—MELCHERS & CO.

## CLEARANCES.

At the Harbour Master's Office, 17th October.  
Oli, British str., for Moji.  
Tuishun, Aus. str., for Hai-phong.  
Fushun, British str., for Shanghai.  
Yorihime Maru, Japanese str., for Karatsu.  
Serbia, German str., for Singapore.  
Hutchings, British str., for Swatow.  
Elin Branch, British str., for Kutchinotzu.  
Asipung Maru, Japanese str., for Swatow.

## DEPARTURES.

Oct. 16, ASHURU, British trst., for Bombay.  
Oct. 16, EASTERN, British str., for Shanghai.  
Oct. 17, SACHSEN, German str., for Europe.  
Oct. 17, CHINA, German str., for Saigon.  
Oct. 17, TAICHONG, German str., for Hongkong.  
Oct. 17, LEGAZPI, Aus. str., for Manila.  
Oct. 17, MONGKUT, German str., for Bangkok.  
Oct. 17, MARIETTA, Aus. gunboat, for Canton.

## VESSELS IN DOCK.

ABERDEEN DOCKS.—U.S.S. Monterey, Canton, Canton River, Adamastor, Gwalior, Elektra, Elita Nossack.  
COSMOPOLITAN DOCK—Stanfield.

## SHIPPING REPORTS.

The British steamer *Chingtu*, from Moji 12th Oct., had strong N.E. winds until arrival.  
The American gunboat *Marietta*, from Swatow 16th Oct., had fine weather with strong N.E. monsoons.  
The British steamer *Telemachus*, from Java 3rd Oct., had light N.E. winds as far as lat. 14 N.; from thence N.E. gales with a heavy sea to port.  
The British steamer *Chotsang*, from Shanghai 14th Oct. and Swatow 16th, had fresh monsoon breeze and high sea to Swatow. From Swatow to port fresh monsoon breeze and high sea.

## VESSELS ON THE BERTH

AUSTRIAN-LOYD'S STEAM NAVIGATION COMPANY.

## STEAM FOR YOKOHAMA AND KOBE.

THE Company's Steamship

## "SILESIA."

Captain P. Craghietto, will leave for the above places TO-MORROW, the 19th inst., at Noon. For Freight or Passage, apply to SANDER, WIELER & CO., Agents.  
Hongkong, 13th October, 1900. [6]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR SHANGHAI, CHEFOO AND NEWCHWANG.

THE Company's Steamship

## "CANTON."

Captain Lawrence, will be despatched as above TO-MORROW, the 19th inst., at Noon. For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.  
Hongkong, 16th October, 1900. [2685]

## VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

## FOR SHANGHAI.

THE Company's Steamship

## "SINGAN."

Captain Jamieson, will be despatched as above TO-DAY, the 18th inst. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 17th October, 1900. [2672]

AUSTRIAN-LOYD'S STEAM NAVIGATION COMPANY.

## STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE.

(Taking Cargo at through rates to the BRAZIL, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VERICE AND ADRIATIC PORTS).

## THE Company's Steamship

## "MARQUIS BACQUEHEM."

Captain A. Hilafer, will be despatched as above TO-DAY, the 18th inst., P.M. instead of as previously advertised.

## FOR INFORMATION AS TO PASSAGE AND FREIGHT, APPLY TO

## SANDER, WIELER &amp; CO., Agents.

Hongkong, 12th October, 1900. [2384]

## FOR SHANGHAI.

THE Steamship

## "LYEEMOON."

Captain G. Honemann, will be despatched for the above port TO-MORROW, the 19th inst., at 4 p.m.

## This Steamer has superior accommodation for First and Second Class Passengers.

## For Freight or Passage, apply to

## SIEMSEN &amp; CO.

Hongkong, 16th October, 1900. [2667]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

## (HAMBURG-AMERICA LINE HAMBURG.)

## FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

## "ASTURIA."

Capt. Hildebrandt, will be despatched for the above port TO-MORROW, the 19th inst.

## For Freight, apply to

## CARLOWITZ &amp; CO., Agents.

Hongkong, 16th October, 1900. [2317]

COMPAGNIE DES MESSAGERIES MARITIMES.

## PAQUEBOTS-POSTE FRANCAIS.

## NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAYRE, BORDEAUX.

## PORTS OF BRAZIL AND RIVERPLATE.

ON MONDAY, the 22nd October, 1900, at 1 p.m., the Company's Steamship

"LAOS," Captain Flamin, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Passengers until 3 p.m. on the 21st October. (Passes are not to be issued on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

For further Particulars, apply to the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 9th October, 1900. [2]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

"EMPEROR OF CHINA." Comdr. R. Archibald, R.N.R. WEDNESDAY, 24th Oct., 1900  
"EMPEROR OF INDIA." Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 21st Nov., 1900  
"EMPEROR OF JAPAN." Comdr. H. Pybus, R.N.R. WEDNESDAY, 19th Dec., 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CABS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedlar Street.

Hongkong, 29th September, 1900. [9]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR MARSEILLES AND LONDON

STEAMERS. CANDIA. About 18th Oct. Freight only.

FOR SHANGHAI

STEAMERS. COROMANDEL. About 26th Oct. Freight or Passage.

FOR SHANGHAI AND JAPAN

STEAMERS. CANTON. About 26th Oct. Freight or Passage.

FOR MARSEILLES AND LONDON DIRECT

STEAMERS. MALTA. Noon, 27th Oct. See Special Advertisement.

FOR LONDON

STEAMERS. BOMBAY. About 1st Nov. Freight or Passage.

For Further Particulars, apply to A. N. MARSHALL, Acting Superintendent.

Hongkong, 3rd October, 1900. [1]

HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and Baltic Ports, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

STEAMERS. DESTINATIONS. SAILING DATES.

ASTURIA. NEW YORK VIA SUEZ CANAL. On 19th October. Freight.

BAMBERG. HAYRE & HAMBURG. On 23rd October. Freight.

SARNIA. HAYRE & HAMBURG. About 2nd November. Freight and Passage.

SUEVIA. HAYRE & HAMBURG. About 18th November. Freight.

AMBRIA. HAYRE & HAMBURG. About 2nd December. Freight.

\* This steamer has superior accommodation for Passengers and carries a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to CARLOWITZ & CO., Agents.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 11th October, 1900. [13]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI.

INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
BRAEMAR	3,601	W. Watt	November 10
DUKE OF FIPE	3,821	J. S. Cox	November 24
OLYMPIA	2,837	J. Truebridge	November 30
QUEEN ADELAIDE	2,832	F. McNeil	December 16

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG to LONDON, £52.

Excellent accommodation. First class Table. DOCTOR and STEWARDESS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG to NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma. Dining Car is attached to trans-continental trains day and night. TACOMA to NEW YORK in 43 days. Magnificent Scenery of the Rocky and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG to VICTORIA and TACOMA, £35.

The best route to the KLODYKE Gold Fields. Frequent Sailings from VICTORIA and TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other Points on application.

A Special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to

DODWELL & CO., LIMITED,

General Agents.

Hongkong, 10th October, 1900.

[10]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERICA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ



## VESSELS ON THE BERTH

**IMPERIAL GERMAN MAIL LINE.**  
STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.  
THE Imperial German Mail Steamship  
"BAYERN,"  
OF THE NORDDEUTSCHER LLOYD,  
Captain H. Blecker, due here with the outward German Mail about the 17th instant, will leave for the above ports about 24 hours after arrival.  
For Further Particulars, apply to  
MELCHERS & CO.,  
Agents.  
Hongkong, 15th October, 1900. [2534]

**CHINA NAVIGATION COMPANY, LIMITED.**

FOR AMOY AND MANILA.  
THE Company's Steamship

"SUNGKIANG,"  
Captain Moore, will be despatched as above on SATURDAY, the 20th inst., at 10 A.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 15th October, 1900. [2534]

**CHINA NAVIGATION COMPANY, LIMITED.**

FOR MANILA VIA AMOY.  
THE Company's Steamship

"SUNGKIANG,"  
Captain Moore, will be despatched as above on SATURDAY, the 20th inst., at 10 A.M.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.  
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
For Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 15th October, 1900. [2536]

FOR PORTLAND, OREGON VIA JAPAN.

(Booking Cargo for SAN FRANCISCO and OVERLAND POINTS).

THE A.I. Steamship

"MONMOUTHSHIRE,"  
will be despatched on or about the 20th inst.  
For Freight or Passage, apply to  
T. M. STEVENS & CO.,  
Agents.  
Hongkong, 3rd October, 1900. [2570]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"TAMSUI MARU,"  
Captain K. Hasegawa, will be despatched for the above ports on SUNDAY, the 21st inst., at DAYLIGHT.  
For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 15th October, 1900. [15]

OCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Oct. 23, at NOON.

ORFIO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Nov. 17, at NOON.

GARLEO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 11, at NOON.

THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 23rd October, 1900, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building, J. S. VAN BUREN, Agent.

Hongkong, 28th September, 1900. [14]

**CHINA NAVIGATION COMPANY, LIMITED.**

FOR KOBE.

THE Company's Steamship

"CHANGSHA,"  
Captain Moore, will be despatched as above on TUESDAY, the 23rd October.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 5th October, 1900. [2535]

## VESSELS ON THE BERTH

**COMPAGNIE DES MESSAGERIES MARITIMES.**  
PAQUEBOTS-POSTE FRANÇAIS.  
FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.  
THE Company's Steamship

"TONKIN,"  
Captain Yaguer, will be despatched for the above ports on or about MONDAY, the 22nd instant.

For Freight or Passage, apply to  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, 16th October, 1900. [2]

**CHINA NAVIGATION COMPANY, LIMITED.**

FOR SAMARANG AND SOERABAYA.

THE Company's Steamship

"SHANTUNG,"  
Captain Quail, will be despatched as above on TUESDAY, the 23rd instant.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 13th October, 1900. [2547]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOOW VIA SWATOW AND AMOY.

THE Company's Steamship

"AKASHI MARU,"  
Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 24th inst.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 11th October, 1900. [2524]

**EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE,"  
Captain McArthur, will be despatched for the above ports on FRIDAY, the 25th inst., at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 5th October, 1900. [2533]

**TOYO KISEN KAISHA.**

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Oct. 30, 1900, at NOON.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Nov. 24, 1900, at NOON.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 18, 1900, at NOON.

THE Twin-Screw Steamship

"NIPPON MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 30th October, 1900, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building, J. S. VAN BUREN, Agent.

Hongkong, 15th October, 1900. [3]

**CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.**

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLEISLE CITY" On 20th Nov. 3,002 Tons.

THE Steamship "CARLEISLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO VIA MOJOI, KOBE, YOKOHAMA, and HONOLULU, on TUESDAY, the 20th November.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day. All Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building, J. S. VAN BUREN, Agent.

Hongkong, 8th October, 1900. [15]

## VESSELS ON THE BERTH

**THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**  
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Company's Steamship

"MALTA,"  
Captain F. J. Cole, carrying Her Majesty's Mails, will be despatched from this for Malacca and London direct on SATURDAY, the 27th October, at Noon, taking passengers and cargo for the above ports.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of this Company's Bills of Lading.

For further particulars, apply to  
A. M. MARSHALL,  
Acting Superintendent.  
Hongkong, 16th October, 1900. [1]

**U.S. MAIL LINE.**

**PACIFIC MAIL STEAMSHIP COMPANY.**

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Nov. 8, at NOON.

CITY OF PERKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 4, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Dec. 27, at NOON.

THE Company's Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 8th November, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building, J. S. VAN BUREN, Agent.

Hongkong, 15th October, 1900. [3]

**CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.**

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLEISLE CITY" On 20th Nov. 3,002 Tons.

THE Steamship "CARLEISLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO VIA MOJOI, KOBE, YOKOHAMA, and HONOLULU, on TUESDAY, the 20th November.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day. All Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building, J. S. VAN BUREN, Agent.

Hongkong, 5th October, 1900. [14]

## VESSELS ON THE BERTH

**SHEWAN, TOMES & CO.'S NEW YORK LINE.**  
FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship

"ANAPA,"  
will be despatched for the above port on or about the 27th October, 1900.

For Freight, apply to  
SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 16th October, 1900. [2487]

**CHINA NAVIGATION COMPANY, LIMITED.**

FOR MANILA, CEBU AND ILOILO.

THE Company's Steamship

"KAIFONG,"  
Captain Pennesfather, will be despatched for the above ports on SATURDAY, the 27th inst., at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 15th October, 1900. [2538]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU,"  
Captain S. Atsuta, will be despatched for the above ports on WEDNESDAY, the 31st inst., at DAYLIGHT.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 17th October, 1900. [1443]

**CHINA NAVIGATION COMPANY, LIMITED.**

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA,"  
Captain Moore, will be despatched as above on MONDAY, the 12th November, at NOON.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 5th October, 1900. [2536]

**CHINA NAVIGATION COMPANY, LIMITED.**

FOR MANILA

THE Company's Steamship

"CHANGSHA,"  
Captain Moore, will be despatched as above on MONDAY, the 23rd November, at NOON.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 5th October, 1900. [2537]

**NATAL LINE OF STEAMERS.**

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with ISPO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to  
DODWELL & CO., LIMITED,  
General Agents for China and Japan.  
Hongkong, 4th August, 1897.

**NOT RESPONSIBLE FOR DEBTS.**

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour—

STEAMER OF HAINAN, American ship, Colcord—Standard Oil Co.

**HONGKONG.**

Anping Maru, Jap. str., 1,038, Atsuta, Oct. 13, Mitsui Bussan Kaisha

Bayern, German str., 3,128, Bloeker, Oct. 17, Melchers & Co

Canton, British str., 1,101, Lawrence, Sept. 13, Jardine, Matheson & Co

Changsha, British str., 2,369, Williams, Oct. 17, Butterfield & Swire

Chowfa, Ger. str., 1,155, Williamson, Oct. 15, Melchers & Co

Choyang, British str., 1,194, Bowker, Oct. 17, Jardine, Matheson & Co

Deuteros, German str., 1,001, Petersen, Oct. 12, Siemssen & Co

Devawongse, German str., 1,200, Fextar, Oct. 16, Butterfield & Swire

Doric, British steamer, 4,575, Smith, Oct. 12, O. & U. S. S. Co



## POST OFFICE NOTICES.

**CHRISTMAS AND NEW YEAR PARCELS.**—Parcels for the United Kingdom, posted before 3 p.m. on Friday, the 2nd November, are due in London about the 16th December, and those posted before 3 p.m. on Friday, the 23rd November, are due in London about the 23rd December. Senders of Parcels are requested to post them a few days in advance.

The Nippon Maru, with the American Mail of the 22nd ult., left Yokohama on Friday, the 12th inst., at 10 a.m., and may be expected here on or about Saturday, the 20th inst.

The Tonkin, with the French Mail of the 21st September, left Singapore on Tuesday, the 10th inst., at 9 a.m., and may be expected here on or about Tuesday, the 23rd inst. This Packet brings replies to letters despatched from Hongkong on the 15th August.

## MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR
Shanghai	Singapore	Thursday, 18th, 11.00 A.M.
Nagasaki, Kobe and Yokohama	Kowloon	Thursday, 18th, 11.00 A.M.
Amoy and Singapore	Glenallock	Thursday, 18th, 1.00 P.M.
Port Arthur	Elektra	Thursday, 18th, 5.00 P.M.
Straits and Calcutta	M. Baguichem	Friday, 19th, 9.00 A.M.
Hohow and Hongkong	Tamba Maru	Friday, 19th, 11.00 A.M.
Singapore, Penang and Colombo	Canton	Friday, 19th, 11.00 A.M.
Singapore, Shanghai, Chiofo and Newchwang	Laymonoon	Friday, 19th, 3.00 P.M.
Shanghai	Serbia	Friday, 19th, 5.00 P.M.
Singapore	Singapore	Saturday, 20th, 9.00 A.M.
Amoy and Manila	Singapore	Monday, 22nd, 11.00 A.M.

EUROPE, &c., India via Tutuorin  
(Late Letters 11.10 to 11.30 A.M. Extra  
Postage 10 cents)

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,  
HONOLULU and SAN FRANCISCO  
(Supplementary mail on board up to the  
time fixed for departure of the mail.  
Extra postage 10 cents)

Samara and Sourabaya  
Sundakan

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,  
VICTORIA and VANCOUVER, B.C.  
(Supplementary mail on board up to the  
time fixed for departure of the mail. Extra  
Postage 10 cents)

Manila, Thursday Island, Townsville, Bris-  
bane, Sydney and Melbourne

EUROPE, &c., India via Tutuorin  
(Late Letters 11.10 to 11.30 A.M. Extra  
Postage 10 cents)  
(Supplementary mail on board up to the  
time fixed for departure of the mail. Extra  
Postage 10 cents)

Manila, Iloilo and Cebu

## TO-DAY.

Sale, Furniture, 6, Cameron Villas, Peak.  
Mr. G. P. Lamert, 2.45 p.m.

## TO-MORROW.

Sale, Lengths of Chain, H. & K. G. Co.'s  
Godows, Mr. G. P. Lamert, 11 a.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

WEDNESDAY, 17th October.

ON LONDON.	2/0 1/2
Bank Bills, on demand	2/0 1/2
Bank Bills, at 30 days sight	2/0 1/2
Bank Bills, at 4 months sight	2/1 1/2
Credits, at 4 months sight	2/1 1/2
ON PARIS.	2/0 1/2
Bank Bills, on demand	2/0 1/2
Credits, at 4 months sight	2/0 1/2
ON GERMANY.	2/1 1/2
On demand	2/1 1/2
ON NEW YORK.	50 1/2
Bank Bills, on demand	50 1/2
Credits, 60 days sight	51 1/2
ON BOMBAY.	155 1/2
Telegraphic Transfer	155 1/2
Bank, on demand	155 1/2
ON CALCUTTA.	155 1/2
Telegraphic Transfer	155 1/2
Bank, on demand	155 1/2
ON SHANGHAI.	71 1/2
Bank, at sight	71 1/2
Private, 90 days sight	72 1/2
ON YOKOHAMA.	1 p.c. dis.
On demand	1 p.c. dis.
ON MANILA.	1 p.c. pm.
On demand	1 p.c. pm.
ON SINGAPORE.	124 1/2
On demand	124 1/2
ON HATTEPORE.	2 p.c. pm.
On demand	2 p.c. pm.
ON SAIGON.	11 p.c. pm.
On demand	11 p.c. pm.
ON BANGKOK.	60
On demand	60
SOVEREIGNS, Bank's Buying Rate	9.60
GOLD LEAF, 100 fine per tael	50.75
BAR SILVER, per oz.	29 1/2

## OPIUM.

Quotations are:—	Allow 10s net to 1 catty.
Malwa New	\$890 to \$810 per picul.
Malwa Old	\$890 to \$850
Malwa Older	\$870 to \$830
P. P. wrapped	\$850 to —
Persian fine quality	\$870 to \$825
Persian extra fine	— to —
Patna New	— to \$890 per chest.
Patna Old	— to —
Benares New	\$970 to —
Benares Old	— to —

## VESSELS EXPECTED.

**THE FRENCH MAIL.**  
The M. M. steamer Tonkin, with the next French mail, left Singapore on Tuesday, the 16th inst., at 9 a.m., for this port via Saigon.

**THE AMERICAN MAIL.**  
The T. K. K. steamer Nippon Maru, with mail &c., from San Francisco to the 22nd ult., via Honolulu, has arrived at Yokohama, and left for this port on Friday morning, the 12th inst.

**THE INDIAN MAIL.**  
The P. M. steamer City of Rio de Janeiro, with mail, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 2nd inst.

**THE CANADIAN MAIL.**  
The steamer Arcton, from Calcutta, left Singapore for this port on Monday afternoon, the 15th inst.

**MERCHANT STEAMERS.**  
The steamer Arcton left Shanghai for this port on the 18th inst., via Amoy, and may be expected here on or about the 18th inst.

The Austrian Lloyd's steamer Silesia left Singapore for this port on Thursday, the 11th inst.

The Ben Line steamer Benlurg, from London, left Singapore on Thursday, the 11th inst., for this port.

The H. A. L. steamer Suez, from Hamburg, left Singapore for this port on the 15th inst., and may be expected here on or about the 19th inst.

## JOINT STOCK SHARES.

STOCKS.	No. OF SHARES.	ISSUE VALUE.	PAID UP.	LAST DIVIDEND.	CLOSING QUOTATIONS.
<b>BANKS.</b>					
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	30/- div. at 1/11/14	31 1/2 p.c. pr. = \$57 1/2
Bank of China & Japan, Ltd.	100,000	\$25	\$25	None	21
Do. Deferred	1,250	\$1	\$1	2/8 for 1899	25 5/8
National Bank of China, Ltd.	19,970 A	\$10	\$10	2 1/2 at 1/17/1 = \$1 3/4 for 98	\$23, sellers
Do. Founders' Shares	29,970 B	\$1	\$1	None	\$23
<b>MARINE INSURANCES.</b>					
Union Ins. Society, Ltd.	10,000	\$250	\$250	30 p.c. at \$18 for 1898	\$235, ex div.
China Traders Ins. Co., Ltd.	24,000	\$83.33	\$83	10 p.c. for 1898	\$85, sellers
North China Ins. Co., Ltd.	5,000	\$100	\$100	10 p.c. for 1898	\$104
Yantai Ins. Assn., Ltd.	8,000	\$100	\$100	30/- 10 p.c. for 1897	\$120, sellers
Canton Ins. Office, Ltd.	10,000	\$250	\$250	\$11 for 1898	\$123, ex div., buyers
Marine Insurance Co., Ltd.	30,000	\$100	\$100	5 p.c. for 1898	\$1
<b>FIRE INSURANCES.</b>					
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$250	\$27 for 1898	\$205, sellers
China Fire Ins. Co., Ltd.	20,000	\$100	\$100	\$6 for 1898	\$80, sales & sellers
<b>SHIPPING.</b>					
Hongkong, Canton, and Macao S. S. Co., Ltd.	80,000	\$15	\$15	\$1.20 for half year	\$32, sellers
Indo-China S. S. Co., Ltd.	60,000	\$10	\$10	10 p.c. at 2 1/2 p.c. bonus for 98	\$25
China & Manila S. S. Co., Ltd.	6,000	\$50	\$50	20 p.c. for 1899	\$28
Do. Deferred	14,000	\$50	\$50	—	—
Donghai Steamship Co., Ltd.	20,000	\$50	\$50	12 p.c. for year ending 30/6/98	\$41, sellers
China Mutual S. S. Co., Ltd.	20,000	\$10	\$10	10 p.c. for 1900	\$10 1/2, ex div., buyers
Limited, Preference	20,000	\$10	\$10	10 p.c. for 1900	\$10 1/2, ex div., buyers
Do. Ordinary	20,000	\$10	\$10	10 p.c. for 1900	\$10 1/2, ex div., buyers
Do. do.	20,000	\$10	\$10	10 p.c. for 1900	\$10 1/2, ex div., buyers
Star Ferry Co., Limited	10,000	\$10	\$10	\$1.05 = 12 p.c. for year ending 30/6/98	\$18, buyers
Shanghai and Pootung Co., Limited	2,000,000	\$1	\$1	10 p.c. for 1899	\$4, buyers
<b>REFINERIES.</b>					
China Sugar Refining Co., Ltd.	20,000	\$100	\$100	Int. of 2 1/2 per share on 1/10/99	\$105, sales & buyers
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$100	\$3 for 1897	\$85, buyers
<b>MISCELLANEOUS.</b>					
Funjion Mining Co., Ltd.	60,000	\$8	\$8	None	\$8.10, buyers
Do. Preference	30,000	\$1	\$1	None	75, cents, sellers
Societe Fran. des Charbonnages du Tonkin	16,000	Fr. 250	Fr. 250	None	\$250, buyers
Queens Mines, Limited	400,000	25 cts.	25 cts.	None	10 cents, sellers
Jelebu Mining and Trading Company, Ltd.	45,000	\$5	\$5	10 p.c. half year end 30/6/98	\$8, buyers
Ramb. Australian Gold Mining Co., Limited	200,000	\$1	\$1	10 p.c. for 1899	\$55, buyers
Oliver's Household Mines, Limited	15,000	\$5	\$5	None	\$21, sellers
Great Eastern and Cal. Gold Mining Co., Ltd.	140,000	\$4	\$4	None	\$1.50, buyers
Do. Preference	70,000	\$1	\$1	First year	10 cents, 40 cents.
<b>DOCKS, WHARVES, &amp;c.</b>					
Hongkong and Whampoa Dock Co., Limited	12,500	\$125	\$125	5 p.c. at 12 p.c. bonus for 1898	\$135, sales
Hongkong and Kowloon Wharf and G. Co., Ltd.	30,000	\$50	\$50	Int. of 1 1/2 p.c. on account of 1900	\$84, sales
Wanchai Warehouse and Storage Co., Ltd.	2,500	\$100	\$100	Int. of 1 1/2 p.c. on account of 1900	\$81, buyers
New Amoy Dock Co., Ltd.	8,000	\$84	\$84	22 p.c. for 1899	\$203, sellers
<b>LANDS, HOTELS &amp; BUILDINGS.</b>					
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	Int. 3/4 on account 1900	\$185, sales
Kowloon Land & B. Co., Ltd.	8,000	\$50	\$50	\$1 1/2 for 1899	\$25
West Point Building Company, Limited	12,500	\$50	\$50	Int. \$1.50 on acct. 1900	\$119, sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	10 p.c. for half year ending 30/6/98	\$119, sellers
Orion Hotel Co., Limited	7,000	\$50	\$50	First year	\$11, sales
Imperial Hotel Co., Ltd.	100,000	\$10	\$10	5 p.c. for 1899	—
<b>COTTON MILLS.</b>					
Ewo Cotton, Spinning and Weaving Co., Ltd.	17,500	Tls100	Tls100	31 p.c. for period ending 31/3/97	Tls. 50
International Cotton Mill Co., Ltd.	10,000	Tls100	Tls100	3 p.c. on account 98	Tls. 50
Lou-kang-cun Cotton Spinning & Weaving Co., Ltd.	8,000	Tls100	Tls100	4 p.c. on account 98	Tls. 50
Soy Chee Cotton Spinning Company, Ltd.	2,000	Tls500	Tls500	4 p.c. for period ending 31/12/97	Tls. 375
Yahloong Cotton Spinning Co., Ltd.	7,500	Tls100	Tls100	None	Tls. 40
Hongkong Cotton Spinning & Weaving Co., Ltd.	12,000	\$100	\$100	None	\$8, buyers
<b>MISCELLANEOUS.</b>					
Green Island Cement Co., Ltd.	50,000	\$10	\$10	10 p.c. for 1900	\$10, sellers
China Borneo Co., Ltd.	7,500	\$20	\$20	None	\$31, sales
A. S. Watson & Co., Ltd.	60,000	\$10	\$10	Final of 6 p.c. making 11 p.c. for 1899	\$10, sales
Hongkong Electric Co., Ltd.	30,000	\$10	\$10	70 cents per share	\$10.50, sellers
Hongkong and China Gas Company, Limited	7,000	\$10	\$10	10 p.c. for 1899	\$118, buyers
Hongkong and China Gas Company, Limited	10,000	\$10	\$10	\$10 for 1898	\$170, sellers
Hongkong and China Gas Company, Limited	10,000	\$10	\$10	15 p.c. for 1899	\$182, sales & sellers
Hongkong and China Gas Company, Limited	10,000	\$10	\$10	Int. 2 1/2 p.c. on acct. 1900	\$170, buyers
Hongkong and China Gas Company, Limited	1,250	\$100	\$100	\$12 for year ended 30/6/98	\$170
Hongkong and China Gas Company, Limited	10,000	\$74	\$74	6 p.c. for 1899	\$84, buyers
Hongkong and China Gas Company, Limited	2,000	\$25	\$25	15 p.c. for 1899	\$50
Hongkong and China Gas Company, Limited	1,200	\$10	\$10	12 p.c. for 1899	\$20
Hongkong and China Gas Company, Limited	10,000	\$1	\$1	75c. per share for 1899	\$12
Hongkong and China Gas Company, Limited	9,900	\$10	\$10	\$4 for year ended 30/6/98	\$84
Hongkong and China Gas Company, Limited	100	\$10	\$10	None	\$5, sellers
Hongkong and China Gas Company, Limited	20,000	\$5	\$5	80 cents for 1899	\$9.75, sales & buyers
Hongkong and China Gas Company, Limited	50,000	\$20	\$20	10 p.c. for 1899	\$10, sales & sellers
Hongkong and China Gas Company, Limited	10,000	\$10	\$10	8 p.c. for 1899	\$54, buyers
Hongkong and China Gas Company, Limited	60,000	\$20	\$20	25 p.c. for 1899	\$1,500
Hongkong and China Gas Company, Limited	200	\$500	\$500	Int. of 10 p.c. for 1899	\$1,500
Hongkong and China Gas Company, Limited	250	\$100	\$100	First year	\$150
Hongkong and China Gas Company, Limited	750	\$100	\$100	First year	\$500
Hongkong and China Gas Company, Limited	130	\$500	\$500	First year	\$500

## THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 18th OCTOBER, 1900.										
STATION.	Hour.	Barometer (reduced to 32° F.)	Therm. (shade)	Therm. (sun)	Therm. (air)	Therm. (water)	Therm. (soil)	Humidity	Wind	Weather
Vladivostok	2 p.	—	—	—	—	—	—	—	—	—
Tokyo	3 p.	30.02	70.0	80	—	—	—	—	NW 4	—
Kobe	3 p.	30.14	70.0	80	—	—	—	—	NW 4	—
Nagasaki	3 p.	30.15	70.0	80	—	—	—	—	NW 4	—
Kagoshima	3 p.	30.11	70.0	80	—	—	—	—	NW 4	—
Tsushima	3 p.	30.15	70.0	80	—	—	—	—	NW 4	—
Yokohama	1 p.	30.18	70.0	80	—	—	—	—	NW 4	—
Tanaka	3 p.	30.20	70.0	80	—	—	—	—	NW 4	—
Tanaka	3 p.	29.99	70.0	80	—	—	—	—	SW 4	—
Koshu	3 p.	30.01	70.0	80	—	—	—	—	NE 4	—
Pescadore	3 p.	30.01	70.0	80	—	—	—	—	NE 4	—
Gutzlaff	3 p.	30.50	68	—	—	—	—	—	NNE 4	—
Sharp Peak	3 p.	32.14	71	87	NE	10	—	—	NW 4	—
Amoy	3 p.	30.04	70	70	NE	10	—	—	NW 4	—
Singapore	3 p.	30.03	70	70	NE	10	—	—	NW 4	—
Canton	3 p.	30.03	70	70	NE	10	—	—	NW 4	—
Hongkong	4 p.	30.01	71	84	N	3	—	—	NW 4	—
Victoria Peak	4 p.	30.01	71	84	N	3	—	—	NW 4	—
Gup Kock	4 p.	30.01	71	84	N	3	—	—	NW 4	—
Macao	4 p.	30.01	71	84	N	3	—	—	NW 4	—
Haiphong	1 p.	30.01	71	84	N	3	—	—	NW 4	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98	84	74	ENE	1	—	—	ENE 1	—
Manila	4 p.	29.98</								